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Portfolio
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AIRWARS
The Hellenic
Air Force



**Battle of
Britain Trio**

Off The Scales

Antonov's An-124 Ruslan
in 1/72

F2A Buffalo

HobbyBoss Easy Build

**Fairey Firefly
Walkaround**

Yeovilton's TT4

Superwings

P-51 Mustang

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IPMS UK
Monthly Update

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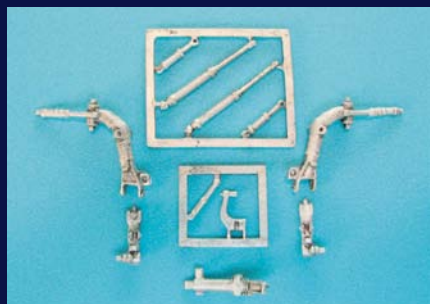
18001 SBD-3/4 Dauntless Landing Gear (Mer)
(replacement for 1/18 Merit)



32077 F-104 Starfighter Landing Gear (Has)
(replacement for 1/32 Hasegawa)



32078 Messerschmitt Bf 109 Landing Gear (Rev)
(replacement for 1/32 Revell – 2013 mold)



48241 Alpha Jet Landing Gear (Kin)
(replacement for 1/48 Kinetic)



72073 Hawker Typhoon Landing Gear (2 sets) (AX)
(replacement for 1/72 Airfix)



72074 F-101B Voodoo Landing Gear (Rev)
(replacement for 1/72 Revell)

In the news: WWII Flying Fortress finds a new home



An interesting perspective of the massive new 1/32 HK Models B-17 sent to us by Tom Cleaver, aviation author and noted model builder. The SAC metal gear supplies more than enough strength to support this recent addition to the Planes Of Fame Air Museum in Chino, California.

scaleaircraftconversions.com

Never in a Month of Sundays

We have an absolutely cracking issue this month, with some real hands-on modelling of the type I

like the best – enthusiasts pursuing a thread and making a model because something has inspired them. Regular readers of SAMI will be no strangers to Dick Clark and his eclectic builds, and I am particularly grateful to him for his Dogfight over Goodwin Sands piece, as it is the kind of article that really makes me just want to go and build a kit just like the one I've just been reading about. That Do 17 is a cracker! Oh for a new tool in 1/48...



We're never happy, are we? Give us a lovely new kit in 1/72 and we complain that it's not in 1/48. Release a Mk IX and we wish it was a Vb. Give us a new-tool Blackburn Skua in 1/32 and we'll complain that it has the wrong markings with it – we will... honest!

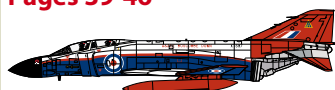
Unless, of course, you want to tool up an injection moulded Blackburn Blackburn in 1/48. Hopefully someone will have had a word with Meng at Telford about this pressing matter. Perhaps I should have gotten up a petition. We will have to wait and see...

Gary Hatcher
Editor
Model Aircraft



Modellers Portfolio

British Spooks By Peter Scott
F-4 Phantoms Plans and Profiles
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www.avroart.com



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Fairey Firefly walkaround

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The Hellenic Air Force

Airwars Air Arms

By Andy Evans

In 1911, the Greek Government appointed French specialists to form the Hellenic Aviation Service. Six Greek officers were sent to France for training, while four 'Farman' type aircraft were ordered. All of the six graduated from the Farman school in Étampes near Paris, but only four served subsequently in aviation. The first military flight was made on May 13, 1912 by Lieutenant Dimitrios Kamberos and in June he flew 'Daedalus', another Farman aircraft that that had been converted to a seaplane, setting a new world average speed record of 68mph and with it the foundations of Greek Naval Aviation. During September of the same year, the Greek Army also fielded its first squadron - the 'Aviators Company'.

The Balkan Wars and After

On October 5, 1912, Kamberos flew the first Greek combat mission, a recon flight over Thessaly on the first day of the Balkan Wars, and during the same day a similar mission was flown by German mercenaries in Ottoman service in the Thrace front

against the Bulgarians. The Greek and the Ottoman missions flown during the same day were the first military aviation combat missions in a conventional war. In 1930, the Greek Aviation Ministry was founded, establishing the Air Force as the third branch of the Armed Forces, and eventually the Hellenic Army Air Service and Hellenic Naval Air Service were amalgamated to form the Hellenic Air Force.

World War II and Civil War

During the Second World War, although being severely outnumbered and having only a small number of aircraft, the HAF managed to resist the Italian Invasion of 1940 successfully, and during the conflict the Hellenic Air Force shot down sixty-four enemy aircraft (confirmed) and claimed a further twenty-four. However, in April 1941 Germany invaded Greece to assist her Italian allies and the Luftwaffe destroyed almost the entire Hellenic Air Force, although some aircraft managed to escape to the Middle East, where Hellenic aviation was rebuilt under the Air Force Ministry based in Cairo. Three Hellenic squadrons were brought together and

operated under RAF command, these being the 13th Light Bomber Squadron flying Avro Ansons, Bristol Blenheims, and Martin Baltimores, and the 335th and 336th Fighter Squadrons flying Hawker Hurricane I and IIs and Supermarine Spitfire Vs. The Middle East HAF Squadrons undertook a variety of missions, such as convoy patrols, anti-submarine search, offensive patrols, reconnaissance, attacks and the interception of enemy aircraft. In summer 1943 the Greek Squadrons also took part in actions against the German forces on Crete.





An RF-84F seen in July 1977 at Larissa air base

Post War

After Greece's liberation in 1944, the HAF returned home and were re-equipped with Spitfire Mk IX and Mk XVI fighters (see MA November 2013) and Curtiss Helldiver bombers, and subsequently played a decisive role in the Greek Civil War which lasted until 1949. In November 1950, Greece sent seven C-47 Dakotas of the 13th Transport Aircraft Squadron to South Korea to assist the United Nations where they operated until May 1955. Greek pilots flew thousands of war missions, including air evacuations, personnel transport, intelligence gathering and supply flights.

In 1952 Greece joined NATO and the Air Force was rebuilt and reorganised according to NATO standards with US assistance, and aircraft, including jets, were introduced.

The Jet Age

The first jet fighter to be flown by the HAF was the F-84G Thunderjet, but was quickly replaced by the Canadair Sabre II with around 100 examples being supplied during 1954 and 1955 after upgrading in the UK following service with the RCAF. Lockheed T-33s were delivered to training units and some RT-33s were used for reconnaissance missions. The HAF also flew the RF-84 reconnaissance version of the Thunderjet and this aircraft remained in service



Greece operate the Mirage 2000-5, as seen here in 2009



A Canadair Sabre photographed in 1955

**A rare two-seat TF-102**

until March 29, 1991. In the late 1960s, the HAF acquired some new jet aircraft in the shape of the F-102 Delta Dagger, F-104G Starfighter and the F-5 Freedom Fighter, with the latter serving for almost twenty years, along with the T-2 Buckeye trainer.

In the mid-1970s the Hellenic Air Force was again modernised with deliveries of the Dassault Mirage F.1CG, the Vought A-7H/TA-7H Corsair and their first batch of McDonnell Douglas F-4 Phantoms, of which upgraded versions still serve today.

Also in 1993, Greece received a further sixty-two A-7E/TA-7C Corsairs increasing the air-to-ground capability of the HAF. In March 1985 the Greek government announced the purchase of thirty-four F-16C Block 30 and six F-15D Block 30 aircraft under the 'Peace Xenia I' program, and in the same month also ordered thirty-six single-seat French Mirage 2000EG and for two-seat Mirage BGs, as part of their 'Talos' modernisation program. In 1989 the first Mirages were delivered to the 114 Combat

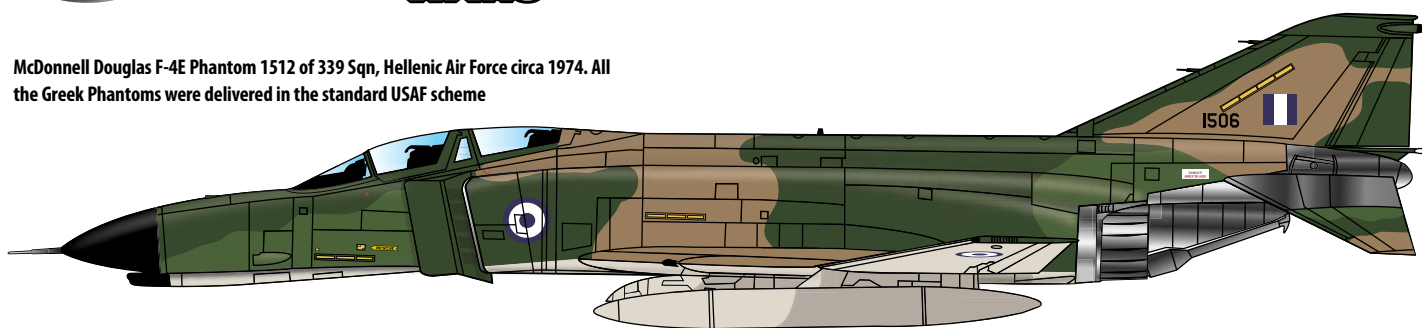
**The unmistakable shape of the Delta Dagger****Greece used a number of F-5 Freedom fighters****One of the Hellenic Mirage F.1CGs****A now preserved HAF F-104 Starfighter**

Wing at Tangra Air Base to equip 331 and 332 Squadrons. In January 1989 the first F-16s arrived to equip 111 Wing, and were allocated to 330 'Thunder' and 346 Jason Squadrons at the Larissa air base.

On March 29, 1991 the veteran RF-84s were retired, and in 1992 the RF-4E Phantom took over the reconnaissance mantle with 348 'Eyes' Tactical Reconnaissance Squadron. In 1993 the 'Peace Xenia II' program began when Greece ordered thirty-two F-16C and eight F-16D Block 50 versions and the first of these was delivered in July 1997. These aircraft, equipped with the LANTIRN system as well as AIM-120 AMRAAM and AGG-88 HARM missiles, were allocated to 341 'Aces' and 347 'Perseus' squadrons.

The first eighteen Greek Phantoms entered in service in 1974, partially funded by US military

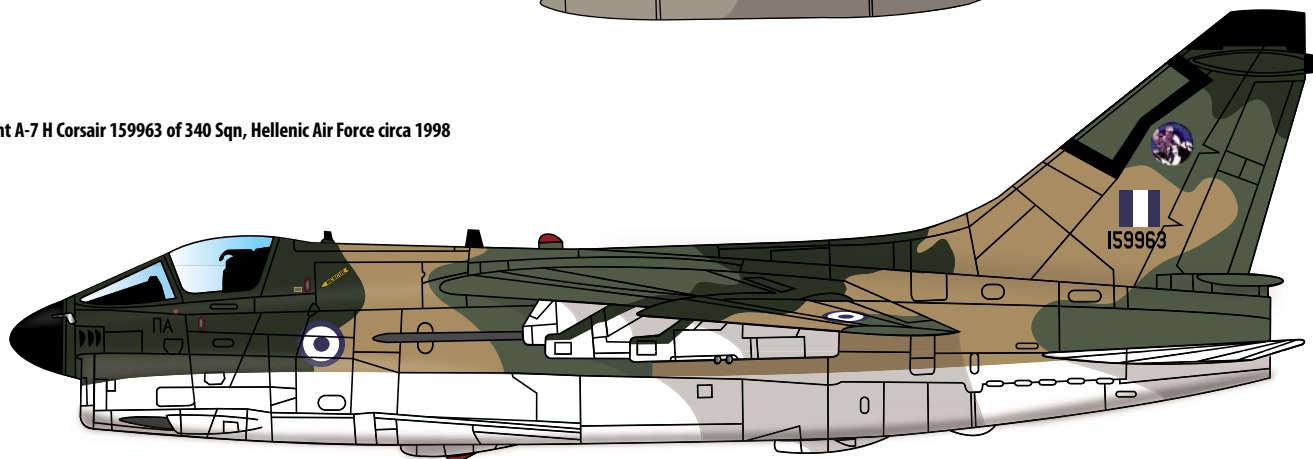
McDonnell Douglas F-4E Phantom 1512 of 339 Sqn, Hellenic Air Force circa 1974. All the Greek Phantoms were delivered in the standard USAF scheme



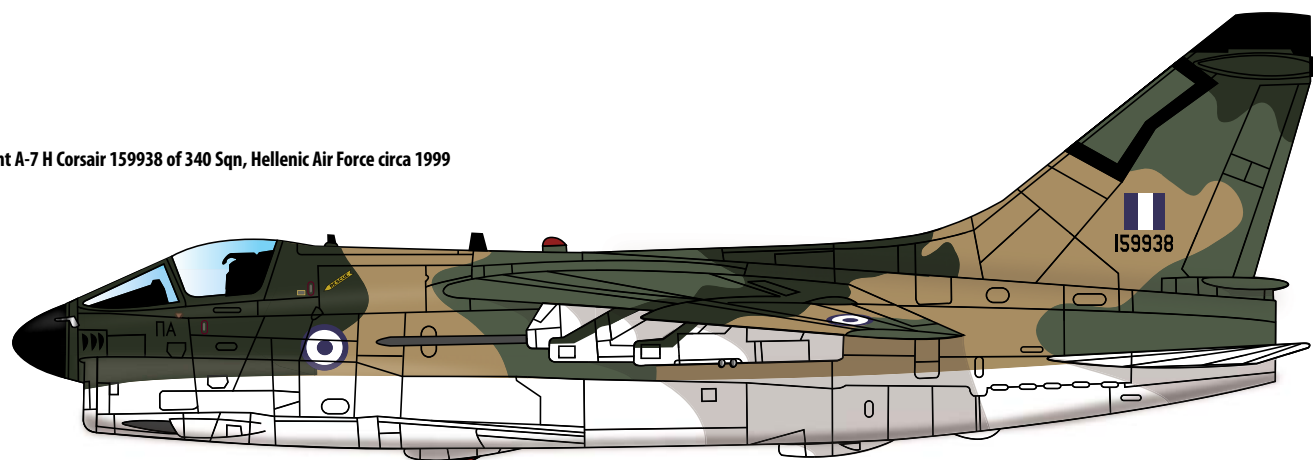
McDonnell Douglas F-4E Phantom of 337 Sqn, Hellenic Air Force. The aircraft is finished in Aegean Blue Grey over Medium Grey



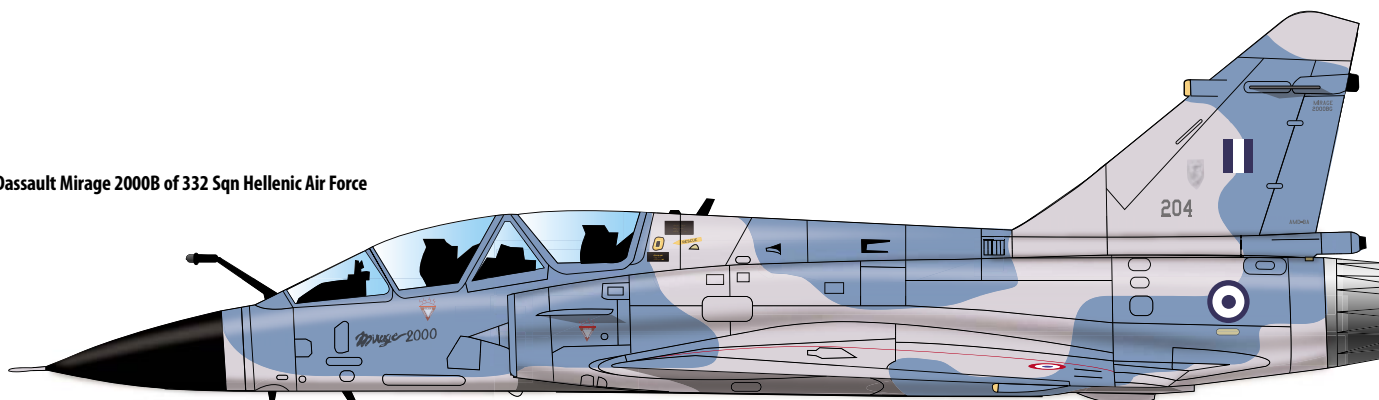
Vought A-7 H Corsair 159963 of 340 Sqn, Hellenic Air Force circa 1998



Vought A-7 H Corsair 159938 of 340 Sqn, Hellenic Air Force circa 1999



Dassault Mirage 2000B of 332 Sqn Hellenic Air Force





Fast jet training in the T-2 Buckeye



Maverick-armed Greek 'Spook'



Coming in for a close-up!



Green Air Force two-seat Corsair



Note the US Navy heritage with the IFR probe on this Greek A-7



Note the LITENING pod on this Greek F-4



The A-7 is an easy aircraft for maintainers to work on



A line-up of seven Greek Corsairs

assistance under Operation 'Icarus'. A second batch of F-4Es, plus two extra aircraft were delivered in 1976, followed by a final batch in 1978–79. The first units to be equipped were the 339th Squadron in 1974 in the air-to-air role and also as the operational training unit and the 338th Squadron in 1975 in the ground-attack role. A final batch of forty Phantoms was not delivered due to the political situation in Greece, but with the Iraqi invasion of Kuwait the situation changed. As the USAF phased out many older aircraft some were supplied to the HAF as a thankyou for the use of Greek airbases during the war. These included ten ex-Indiana Air National Guard machines, later followed by another eighteen aircraft.

In 1998 Greece decided, in cooperation with the German Aerospace Industry – DASA, and the Hellenic Aerospace Industry – EAB - to upgrade thirty-nine of their F-4E Phantoms, and after numerous problems the first aircraft was finally delivered in December 2002. This aircraft, 72-01523, which was called the 'Princess of Andravida' was unique in that it didn't have the M61 Vulcan Cannon installed. These upgraded Phantoms are now equipped with a AN/APQ-65 YG radar set



The Phantom is still an imposing sight!



Getting a 'last chance' check before take-off



Phantoms... 'break'

Testors® Paints — Greek Air Force

Colour	FS 595A/B	Metallizer Lacquers	ModelMaster Enamels	ModelMaster Acryl
A-7H Corsair	FS34079		1710 Dark Green	4726 Dark Green
A-7H Corsair	FS34102		1713 Medium Green	4734 Medium Green
A-7H Corsair	FS30219		1742 Dark Tan	4709 Dark Tan
A-7H Corsair	FS36622		1733 Camouflage Gray	4766 Camouflage Gray
early jets metallic Aluminum		1401 Aluminum Plate (Buffing)	1781 Aluminum	4677 Aluminum
early jets metallic Aluminum		1418 Aluminum (Non-buffing)	1781 Aluminum	4677 Aluminum
early jets metallic Brass		1417 Brass (Non-buffing)	1782 Brass	4672 Brass
early jets metallic Burnt Iron		1424 Burnt Iron (Non-buffing)		
early jets metallic Burnt Metal		1415 Burnt metallic (Buffing)		
early jets metallic Dark Anodonic Gray		1412 Dark Anodonic Gray (Buffing)		
early jets metallic Exhaust		1406 Exhaust (Buffing)		
early jets metallic Graphite			2712 Graphite metallic	
early jets metallic Gunmetallic		1405 Gunmetallic (Buffing)	1795 Gunmetallic	4681 Gunmetallic
early jets metallic Gunmetallic		1423 Gunmetallic (Non-buffing)	1795 Gunmetallic	4681 Gunmetallic
early jets metallic Jet Exhaust			1796 Jet Exhaust	4676 Jet Exhaust
early jets metallic Magnesium		1403 Magnesium (Buffing)		
early jets metallic Silver			1790 Chrome Silver	4678 Silver
early jets metallic Stainless Steel		1402 Stainless Steel (Buffing)		
early jets metallic Steel		1420 Steel (Non-buffing)	1780 Steel	4679 Steel
early jets metallic Titanium		1404 Titanium (Buffing)		
F-102 Delta Dagger	FS16473/FS36473		1731 Aircraft Gray	4693 Aircraft Gray
F-16C Fighting Falcon standard scheme	FS36118		1723 Gunship Gray	4752 Gunship Gray
F-16C Fighting Falcon standard scheme	FS36270		1725 Neutral Gray	4757 Neutral Gray
F-16C Fighting Falcon standard scheme	FS36375		1728 Light Ghost Gray	4762 Light Ghost Gray
F-16C Greek "Ghost"-type scheme	FS35189		2055 Blue Gray	4847 Blue Gray
F-16C Greek "Ghost"-type scheme	FS36307		1726 Light Sea Gray	4759 Light Sea Gray
F-16C Greek "Ghost"-type scheme	FS36251		1794 Navy Aggressor Gray	4251 Kure Naval Arsenal Gray
F-16C Greek Block 50 scheme	FS36320		1741 Dark Ghost Gray	4761 Dark Ghost Gray
F-16C Greek Block 50 scheme	FS36375		1728 Light Ghost Gray	4762 Light Ghost Gray
F-4E Phantom air defense scheme	FS35109		2031 Blue	4773 Dark Blue + white (5:1)
F-4E Phantom air defense scheme	FS36622		1733 Camouflage Gray	4766 Camouflage Gray
F-4E Phantom tactical scheme	FS34079		1710 Dark Green	4726 Dark Green
F-4E Phantom tactical scheme	FS34102		1713 Medium Green	4734 Medium Green
F-4E Phantom tactical scheme	FS30219		1742 Dark Tan	4709 Dark Tan
F-4E Phantom tactical scheme	FS36622		1733 Camouflage Gray	4766 Camouflage Gray
Mirage 2000B	FS35164		1720 Intermediate Blue	4744 Intermediate Blue
Mirage 2000B	FS36375		1728 Light Ghost Gray	4762 Light Ghost Gray
NATO Dark Gray	RAL 7012 (FS36152)		1723 Gunship Gray (~)	4752 Gunship Gray (~)
NATO Dark Green	RAL 6014 (FS34052)		2175 Gelboliv	4783 Grün RLM 73
NATO Light Gray	RAL 7001 (FS36320)		1741 Dark Ghost Gray	4761 Dark Ghost Gray

NOTES: (~) = approximate

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An almost factory fresh RF-4E

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F505388 US TAC Dk Green
 F505390 US TAC Mid Green
 F505392 US TAC Tan
 F505394 US TAC Lt Gray
 F414299 Aluminum
 F414299 Aluminum

F414296 Stainless Steel

F505061 Light Gray (~)
 F505382 US Gunship Gray
 F505384 US Neutral Gray
 F505376 US Ghost Gray Light
 F505268 Blue
 F505290 Light Blue Gray
 F505330 Haze Gray
 F505374 US Ghost Gray Dark
 F505376 US Ghost Gray Light
 F414245 B&M Blue + black (15:1)
 F505394 US TAC Lt Gray
 F505388 US TAC Dk Green
 F505390 US TAC Mid Green
 F505392 US TAC Tan
 F505394 US TAC Lt Gray
 505094 Intermediate Blue
 F505376 US Ghost Gray Light
 F414182 SP Lark Dark Gray
 F505316 Grün RLM 73
 F505374 US Ghost Gray Dark

similar to that carried by the F/A-18 Hornet with a new mission computer, HUD, IFF and Multi-Function Displays as well as the AIM-120B AMRAAM, AIM-9M Sidewinder, the Rafael LITENING pod and Paveway I, II and III LGBs. These aircraft came under the aegis of the 'Peace Icarus 2000' program or F-4E Phantom II AUP (Avionics Upgrade Program) and are now operating with the 338 'Ares' and 339 'Ajax' Squadrons undertaking multi-role missions.

The Modern Hellenic Air Force

Into the 21st century, and Greece decided to purchase a large number of fighters to replace their non-upgraded Phantoms, A-7s and Mirage F.1s. So in 2000 the HAF ordered sixty F-16C/D Block 52+ aircraft and fifteen Mirage 2000-5 Mk 2s

Also, it was decided to upgrade ten existing Mirage 2000EGs to the Mirage 2000-5 Mk 2 standard. The Mirage 2000-5 Mk 2 has a new more powerful radar, improved air-to-ground capabilities, and carries the SCALP EG Cruise Missile, a, new



The RF-4 Phantom took over from the RF-84 in the recce role

self-protection system, new INS and has a Glass Cockpit and an air-to-air refuelling capability.

In 2005, Greece was the first country to introduce the F-16 Block 52 and this advanced type features a more powerful radar, conformal fuel tanks in order to give them the range to cover Cyprus, advanced communications systems, an upgraded



Recce-duo!



The RF-4's camera nose

A Greek Mirage 2000 comes in for a closer look!



One of the Greek Air Force's Mirage 2000s



A Block 50 F-16 makes a smart get-away



Straight down the HUD!

engine, the Joint Helmet Mounted Cueing System (JHMCS) and is capable of carrying more advanced weapons, including the IRIS-T AAM. Three units operate these F-16s, these being 337 'Ghost', 340 'Fox' and 343 'Star Squadrons. In 2005, the Greek government ordered a further thirty F-16s – twenty single-seat and ten two-set F-16C/D Block 52+ Advanced, but in the Hellenic Air Force these are known as the F-16 Block 52M. The differences between the normal Block 52+ and Block 52+ Advanced are the Link 16 Communications System, a more powerful mission computer, an extra multi-



Rolling a Block 52+ Falcon



Flares away!



With its conformal fuel tanks the Greek F-16D Block 52 is a formidable opponent



With his futuristic looking helmet, this pilot taxis out his F-16

Greek F-16s taxi out for a training mission



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Airborne early warning is provided by one of four Embraer E-145 Erieyes



Light transport falls on the C-27J Spartan



The Hellenic Navy operates the S-70 'Aegean Hawk'



Pulling vapour - the Greek F-16C Block 52+



Maritime patrol duties fall on the E-3 Orion



Tactical transport is provided by the ubiquitous Hercules



The Green Navy operates a mix of Augusta A121s

function display with movable map navigation, an advanced debriefing system and the capability of carrying the 'RECCE' Reconnaissance Pod. The first aircraft were delivered in May 2009 and the aircraft are currently flying with 335 'Tiger' from Araxos air base.

Airborne early warning and surveillance is provided by one of four Embraer E-145 Erieyes. The EMB-145 is a derivative of the ERJ-145 Regional Jetliner airframe with an Ericsson active, phased array pulse-Doppler radar and onboard command and control system fitted in a fairing above the spine. The first one was delivered in 2003 and the order completed in 2005. Basic and advanced flying training is undertaken by the venerable T-2 Buckeye and the more modern Raytheon T-6 Texan, and transport duties fall as ever to the ubiquitous C-130 Hercules and the C-27J Spartan. The HAF also operates two Hercules aircraft in the ELINT/SIGINT role. Maritime patrol duties are undertaken by the P-3 Orion, and the S-70B Aegean Hawk and the Augusta A121 are both operated from warships of the Greek Navy

Border Tensions

Tensions between Greece and Turkey have always been high, and like Greece the Turkish Air Force also flies the F-16. On 8 February 1995, a Turkish F-16 crashed into the Aegean after being intercepted by Greek F.1s and on 8 October 1996, some seven months after the escalation, a Greek Mirage 2000 shot down a Turkish F-16D killing the pilot. On 23 November 2000, a Greek F-16CG



Topside view of a Greek F-16D Block 52+

crashed after being intercepted by Turkish F-16Cs, and on 23 May 2006, two Greek F-16 Block 52+ jets were scrambled to intercept a Turkish RF-4 and its two F-16 escorts off the coast of the Greek island of Karpathos. A 'mock dogfight' ensued between the two sides' F-16s, which ended in a mid-air collision between a Turkish F-16 and a Greek F-16. The Turkish pilot ejected safely after his jet was destroyed, but the Greek pilot died

when his canopy and cockpit were destroyed during the collision.

With the retirement of such types as the Corsair and Mirage, the HAF is now looking toward the next generation of aircraft such as the Rafale, the F-35, the Super Hornet, MiG-35 and Sukhoi-35. However, with the current economic situation that the country finds itself in, only time will tell which aircraft will be protecting the sunny skies over Greece. **MA**

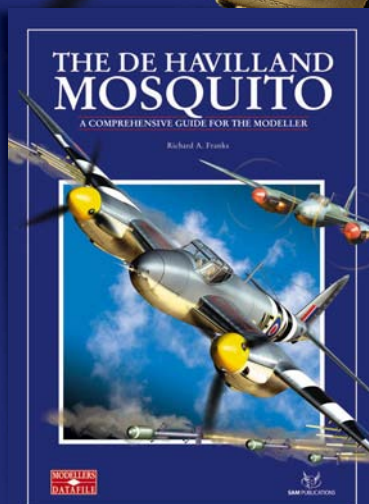


A Greek Air Force Raytheon T-6A Texan II

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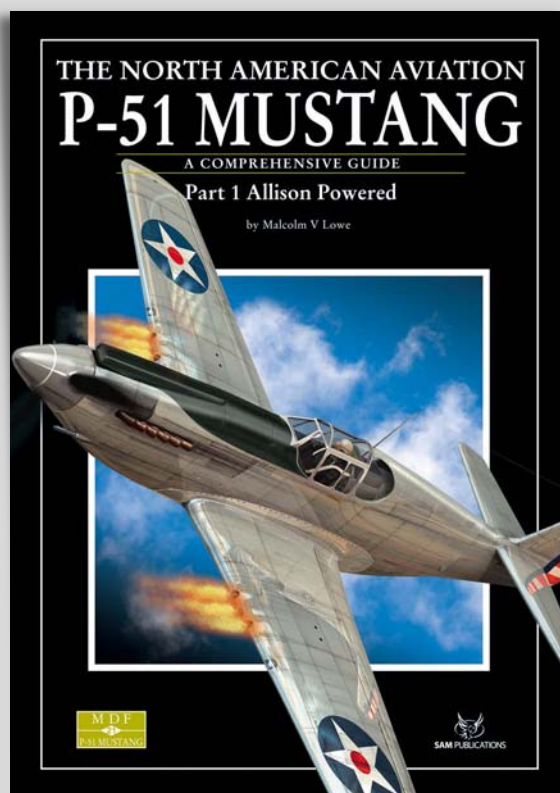
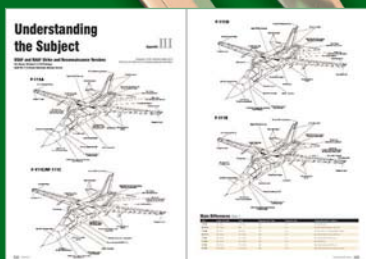
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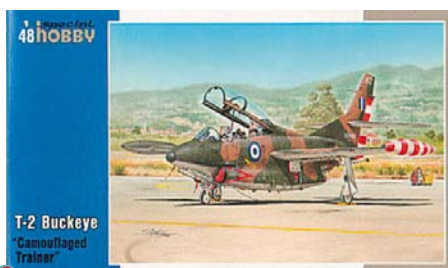
Three Shades of Frog

The T-2 in Warpaint!

By Andy McCabe

The North American T-2 Buckeye was a twin-seat trainer aircraft designed and manufactured in the United States by North American Aviation between 1958 and 1970. 529 were built and the first aircraft flew on 31st January 1958, eventually entering service in 1959, and was used by the US Navy and Marines as an introduction to jet aircraft. The aircraft is still in operational use with the Greek Air force although it was retired by the United States in 2008, being replaced by the T-45 Goshawk.

The Special Hobby kit contains five sprues of grey and one sprue of clear injection moulded plastic, one photo-etched fret, one vacform clear sheet containing two canopies, thirty-nine resin parts, two decal sheets and one instruction booklet. The plastic parts are nicely produced with finely engraved panel lines and detailing, while the resin parts are crisply cast and the etched fret has pre-painted main instrument panels for cockpit stations. The vacform sheet is crystal clear with two canopies just in case you make a mistake with one of them. The instructions are printed in black and



T-2 Buckeye 'Camouflaged trainer'

Scale: 1/48

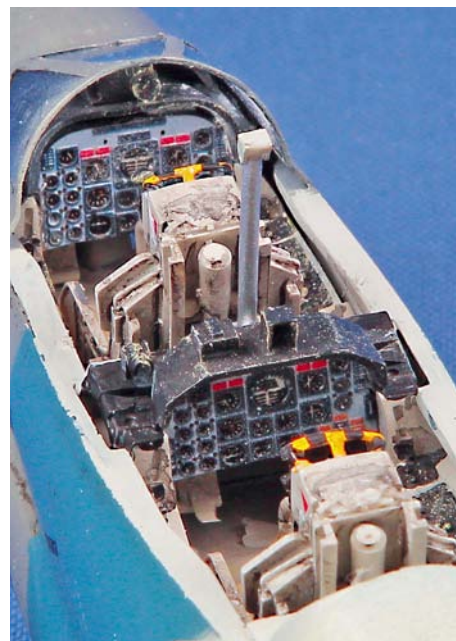
Kit No: 48129

Type: Injection Moulded Plastic

Manufacturer: Special Hobby

white although a link is provided to CMK kits' website to download or print the colour version, which is very useful.

The instructions are nicely laid out with colour call-outs throughout the build given as Gunze paint numbers. The decals are nicely printed with good colour registration and density.



Construction

Work starts with the cockpit and more specifically the instrument panels, which are made up from plastic coamings to which you can fit either plastic fascia panels, that require painting, or two-part, pre-painted etched pieces. I used the etched parts as they are nicely printed and detailed.

The two ejection seats were now assembled and painted. These are resin throughout and have moulded-in seat harnesses. The cockpit tub is made up from a plastic base, forward, mid and rear bulkheads, resin side consoles, rudder pedals and control columns. The resin bulkheads have raised detailing and are nicely cast.

The engine face and intakes were now assembled. The intakes were sprayed matt white inside and the engine fronts with Gunze H76 Burnt Iron. The engine rear faces and exhausts were now assembled, and again the rear faces were painted with Gunze H76 and the exhaust interiors with matt black.

The forward nosewheel bay was now assembled and fitted to the cockpit tub, this however should be fitted after the cockpit tub has been glued into position in one of the fuselage halves otherwise it will not line up with the opening in the fuselage. The intake/exhaust assemblies were now fitted and nose weight added and the two fuselage halves could be joined together. The fit of the parts so far was excellent.

All of the slats, flaps, rudders, ailerons etc are poseable and supplied as separate parts. These were all now assembled and when dry cleaned up ready for fitting later on.

The tailplanes were assembled and fitted and then the wings. The landing gear bay sidewalls are separate parts that fit into each of the lower wing halves, and the upper wing half then slots very nicely into position. When dry both the wings and tailplanes were glued to the fuselage, and there



The soft demarcation on the camouflage scheme is seen here to good effect

were only a couple of areas that required filler.

The two-part rudders were glued into position along with the elevators on the tailplanes. The lower fuselage panel was now fitted along with a few intakes and exhaust fairings, after which the forward engine intakes were assembled along with the intake rings, cleaned up and then glued into position. The inboard and outboard ailerons were now fitted, with the inboard ones in the slightly deployed position.

The cockpit canopy was next. As mentioned the kit is supplied with two vacform canopies, with one as a spare. One was carefully cut from the carrier and trimmed to fit. The windscreen was then removed from the canopy and both were dipped in Johnson's Klear and allowed to dry. They were then

masked and the windscreen glued into position, while the canopy was dry fitted to the cockpit ready for spraying.

The two wingtip fuel tanks were now assembled and fitted. These needed a bit of filler to blend them into the wing, and with this done the model was sprayed with a coat of grey primer. Any gaps or blemishes were dealt with and work on the camouflage paint scheme could begin.

The model was given an all-over coat of Gunze H315 Gull Grey, and when dry this was masked and then Intermediate Blue was sprayed on. As I did not have this colour I mixed it using five parts Tamiya XF-18 Medium Blue to two parts Tamiya XF-2 Matt White. This reacted with the Gunze paint and crazed slightly, necessitating a light sanding and



respraying of the blue. Gunze H317 Dark Gull Grey was next, but luckily this did not react to the paint below and the masking could be removed revealing a striking three-colour camouflage scheme. The nose and wing walkways were now masked and Matt Black was painted on.

The model was given a coat of Johnson's Klear to seal the paint and then the decals were applied. These went on without any problems and then another coat of Klear was applied followed by a dark wash and then a coat of Satin Varnish.

There are five colour options available in the kit although the first and last two are basically the same:-

- T-2E, BuNo. 160082, 362 MEA 'Nestor' Kalamata Airbase Greek Air force 2007, Tan/ Medium Green/Dark Green/Light Grey camouflage Scheme
- T-2E, BuNo. 160083, 362 MEA 'Nestor' Kalamata Airbase Greek Air force 2007, Tan/ Medium Green/Dark Green/Light Grey camouflage Scheme
- T-2D, No.3600 Venezuelan Air Force, Tan/ Medium Green/Dark Green/Light Grey camouflage Scheme
- T-2C, BuNo. 158904, VT-43 Challengers –NAS Oceana 'Aggressors', No 32 US Navy, 1986. Gull Grey/Intermediate Blue/Dark Gull Grey Camouflage Scheme
- T-2C, BuNo. 158904, VT-43 Challengers –NAS Oceana 'Aggressors', No 32 US Navy, 1986. Gull Grey/Intermediate Blue/Dark Gull Grey Later Camouflage Scheme of the above aircraft

The masking from the canopies was now removed and the ejection seats glued into place. The undercarriage was assembled, painted and fitted as were the gear bay doors. The cockpit canopy had the interior parts fitted to allow it to be modelled in the open position and then finally the navigation lights and landing lights were fitted using Micro Kristal Klear. The arrestor hook and canopy were added and the job was done!

Conclusion

This is a very nice model of the T-2 Buckeye by Special Hobby. The detail is excellent, the parts superbly produced, and there are plenty of them in the box.



Everything went together extremely well without any major problems or excessive amounts of filler. The vacform canopies are unusual as most kits from this source are now injection moulded but they are superbly clear and fit very well.

Being able to download and/or print colour instructions from CMK's website was a bonus, especially as they can be printed in colour and in a

larger format. For those of us whose eyesight is not as it was, it makes the job that little bit easier. I liked it anyway.

Another fine kit from the Special Hobby hangar and an enjoyable, interesting build as well. I like the three-tone camouflage scheme on the version built and would imagine that the others would be just as eye-catching. **MA**





SAM PUBLICATIONS

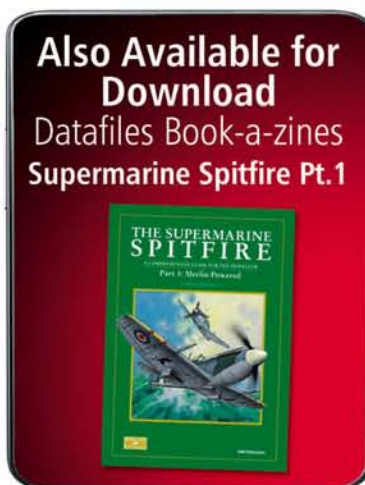
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Top Cat

Building the Big Lynx

By John Bisset



Westland Lynx Mk 88

Scale: 1/32

Kit No: 04652

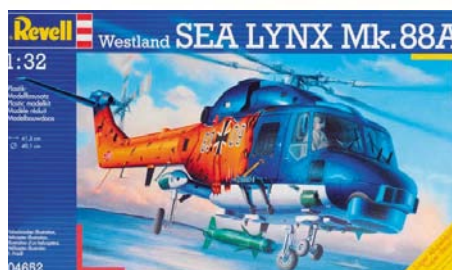
Type: Injection moulded plastic

Manufacturer: Revell GmbH & Co.KG

This is a very complex and impressive kit with a superb amount of detail. A kit to take your time over. The internal detail build work alone is a couple of small kit's worth in itself, requiring very careful assembly. There is complete internal detail, with rear sidewalls and roof panels. All superbly done.

The kit is very complete, with options for anti-submarine sonar, missiles or torpedoes or an anti-piracy fit with a heavy machine gun mounted in one door. Both the parts sprues and the decal sheet are a challenge, with many small items to identify. A lot of careful pre-reading of instructions was needed. The sprue layout diagrams were very useful. Identifying the decals was made harder by their being quite congested, so that identifying decal numbers was tricky, and while I liked the provision of the overlay, I felt a separate diagram showing how the main Lynx decals fitted onto the fuselage would have made it easier to understand how the scheme went together.

I decided to model the Bundesmarine 2006 display Sea Lynx with ASR equipment fit. The internal equipment build needed very careful study of the plans and involved delicate assembly. I found superglue was vital to secure some of the very fine strut work together. Because I had gone for the ASR



equipment rig I did not fit torpedoes, since I suspect that would be an overload. I have not yet found any suitable references, but expect the Sea Lynxes in sub-hunt mode probably operate in hunter-killer pairs.

The main gearbox housing, which fits down into the upper fuselage, should be carefully dry-fitted before final fuselage close-up. It is not immediately obvious how it fits correctly. Once in place, the

mainmast should be tilted slightly forward.

The tail rotor pitch arm 'spider' should fit to the lugs in the sides of the tail rotor blades, not onto the blade ends as the instructions wrongly show.

The instrument panel is beautifully detailed on its front face, but the rear is blank, completely flat. Even with a modern multi-function display panel the boxes stick out the back, and there are old style back-up instruments in there too. So I added some detailing, using scrap sprue and plastic to make rectangular and round instrument bodies, mainly in the traditional black. Most panels have a fair mass of wiring behind them. I simulated that lightly, presuming that modern builds might have relatively well organised wiring looms, unlike one old aircraft I worked on. As we eased the panel off the engineer with me said "Wow, there are enough wires here to run a nuclear power station!"

The level of internal cabin detail provided in this kit is impressive. Detailed assemblies for the sonar deployment system, and for instrumentation stacks suitable for various fits, can be made up. These are quite delicate and require considerable care. Cyanoacrylate glue was a great boon for these





A less flamboyant German Navy Lynx on the flight deck of the frigate Karlsruhe in February 1990 (Michael D.P. Flynn)



German Navy Lynx Mk 88A 83+09 seen at Skrydstrup Air Force Base, Denmark in 2006 (PAJ)

assemblies. Alternate options include troop seating or a port side door machine gun mounting.

The undercarriage legs are nicely moulded, with the scissor links as separate items. These are slightly too narrow or the lugs on the legs too wide, so a bit of careful scalpel work was needed. The legs were also too tight a fit into the sponsons, which build up rather neatly. A little bit of file work sorted that. If the Lynx is to be displayed flying, slight modification is needed, mentioned in the instructions, to allow for the oleos' extension when off load. The instructions show that the wheels may be mounted fore and aft or rotated somewhat. I was uncertain what that meant until I looked at pictures of the aircraft online. When parked for deck operation, the Lynx main wheels are toed out to help the aircraft stay in one spot on naval frigate rear decks.



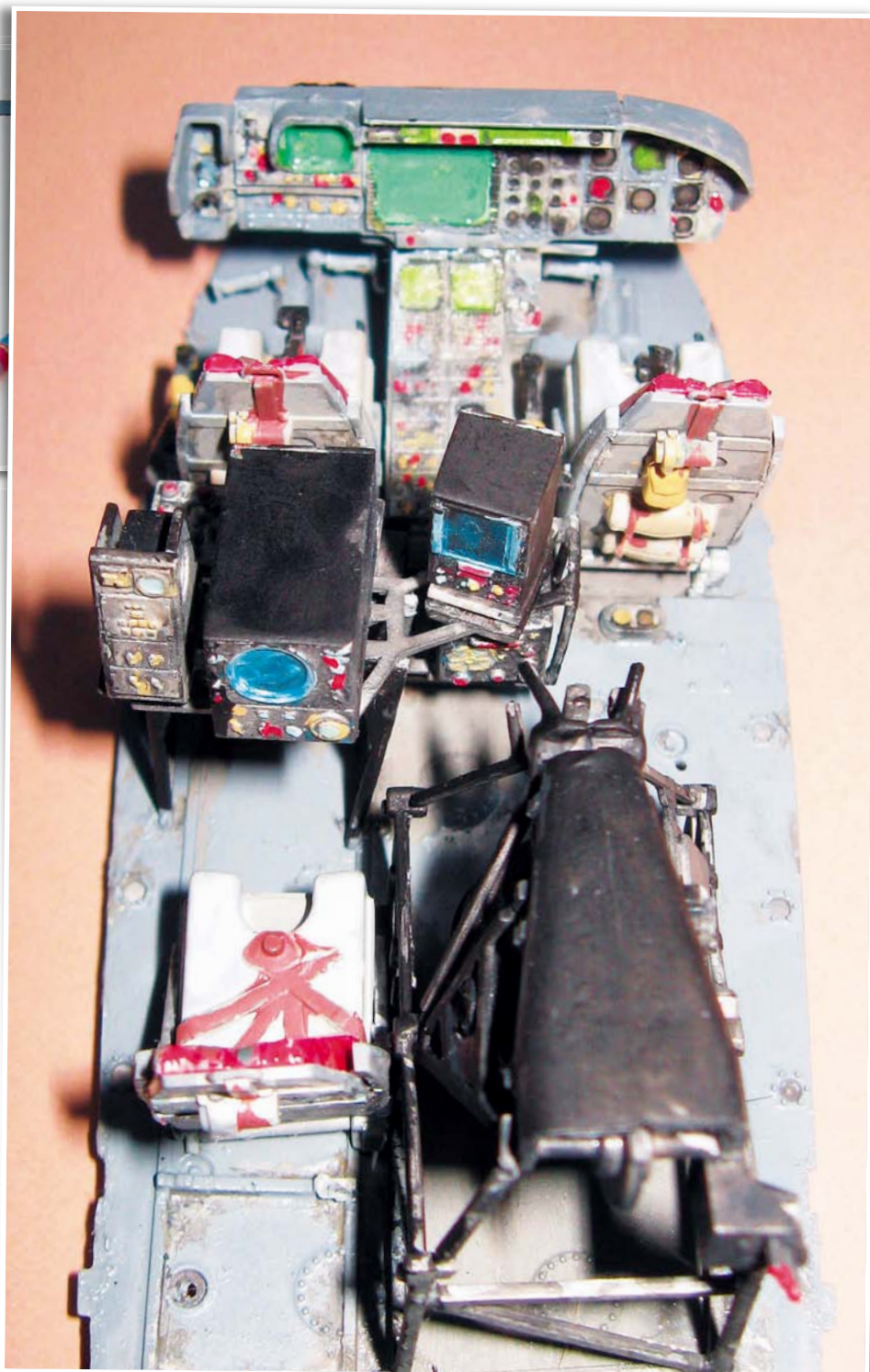
Navy Lynx in its natural habitat (John Bouvia)



The special colour scheme is a challenge to complete. The instructions provide a diagram, which can be used to make up an overlay to show where the main decals lie. An overall yellow spray was followed by deeper orange at the borders. Once the Lynx cat decals were in place and bedded down with decal softener, the dark blue black top surface and white undersides were touched in around them. This was tricky, and some careful touch-up around the edges helped the look. While the underspray colour process was a good idea for this scheme, this may be a challenge for some. I first painted the dark blue parts of the display scheme using Extra Dark Sea Blue gloss. The result looked fine by eye but photographed as a surprisingly light shade. I remixed some paint with added gloss black to get a shade that was satisfactory.

Although this aircraft probably operated clean during most of its display time, the kit provides both Sea Eagle missiles and Mk 21 torpedoes. These are quiet brightly coloured in Bundesmarine service, so I decided to use them for alternate loadouts. The assembly of the weapons carriage mounts is one of the areas where Revell's numbering scheme in the instructions goes slightly awry, so take care here if you want to mount two weapons.

The final result from this kit is a very finely detailed model of a well known and popular helicopter for a very reasonable price. If you have any interest in helicopters, this comes strongly recommended. **MA**



The interior built up from the box



Spitfire Mk.IXc early version

ProfiPACK 1/48
Cat. No. 8282

www.eduard.com



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Dogfight over Goodwin Sands

By Dick Clark

Many of us were enthralled by the discovery and subsequent recovery of Dornier Do 17Z 1160 from shallow water over Goodwin Sands early in 2013. The story inspired me to investigate the possibility of modelling this aircraft. My research led me to expand the idea to modelling all three aircraft, as near as possible, involved in this one engagement.

I began by identifying the Dornier. This was easy as its identity was, by the time, well-known. It was a Do 17Z-2, Werke Nr 1160, code number 5K+AR. I found several artistic impressions of the aircraft's probable markings. However, as I read more, I also learned that the Dornier had been shot down on 26 August 1940, by a Boulton Paul Defiant from 264 Squadron based at Hornchurch. The exact identity of the Defiant is not known. It is possible that it was one of three Defiants shot down in the same engagement by a Messerschmitt Bf 109E-4 of Stab II./JG3; what is certain is that it was this unit that attacked the Defiants.



The wing section needed clamping on the Dornier's engine nacelles. This area needed some careful filling and sanding, using the cowl/engine parts to ensure the correct profile was attained

So the next question was, which models could I use? I discovered that Revell have a Do 17Z-2 in their 1/72 range, and that there were several aftermarket detailing sets available to go with it. I could not find a decal set depicting this specific aircraft; however, I did find a set that included codes for the same unit flying Ju 88s later in the war, which could yield appropriate codes very close to the required size. I also chose the Academy Messerschmitt Bf 109E-3/4 (with Kettenrad, which will appear in another project soon) and the MPM Boulton Paul Defiant Mk I 'Battle of Britain'.

Revell Dornier Do 17Z-2

Dating from the late 1970s, I believe this was originally a Monogram kit, although this boxing was issued in 2011. It features raised panel lines but is externally quite well-detailed. Internally, it's a bit basic, but that wouldn't matter as virtually the entire interior was to be replaced. The decals are to modern standards, well printed with even the smallest stencils legible. The instructions are close to A4, running to nine pages. They are perfectly clear until you come to apply the stencils, when they become quite useless for telling which way round many of them go. With a combination of a powerful magnifying glass and some on-line translations, I think I figured most of them out! However, all that was to come much later.

As with so many German twin-engined aircraft, the cockpit is highly visible under a veritable greenhouse of glazing. To be fair, the basic kit is not too badly detailed in this area, although some decals for the side panels wouldn't go amiss. The mountings for the kit crew seats, simple plastic rods sprouting from the fuselage sides, are most unrealistic, so they go straight away, along with the

Dornier Do 17Z-2

Scale: 1/72

Kit No: 04655

Type: Injection Moulded Plastic

Manufacturer: Revell GmbH & Co.KG

Kuivalainen set KPE 72017 Photo-etched parts for Revell 1/72 Do 17Z

True Details set 72030 Dornier Do 17Z resin

wheel set (Radial Tread)

Eduard mask set CX 293

AIMS decal set 72DO21 Ju 88 'Experten'

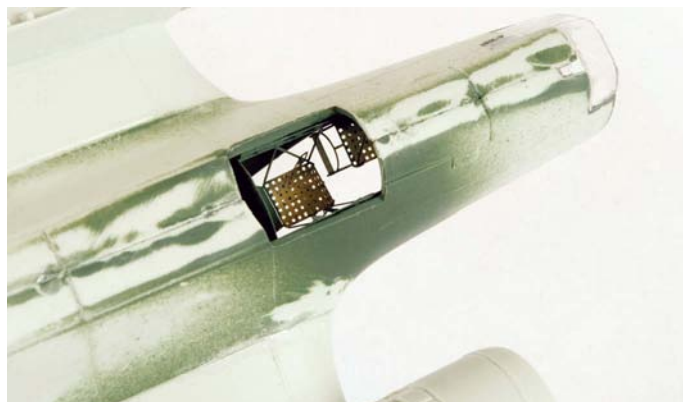


supports for the pilot's seat and the rudder pedals. The kit pilot's seat is retained, but dressed up with etched details and pre-coloured seat belts. The rudder pedals are also etch, complete with footstraps. This sub-assembly is put to one side while we turn our attention to the crew compartment. To start with, longitudinal fuselage members are added to each fuselage side, then the basic interior can be painted. I used Humbrol Dark Green from an aerosol can; the instructions recommend Revell Light Olive, but I'm not sure either is the best choice and a dark grey might be better - perhaps Humbrol Tank Grey?

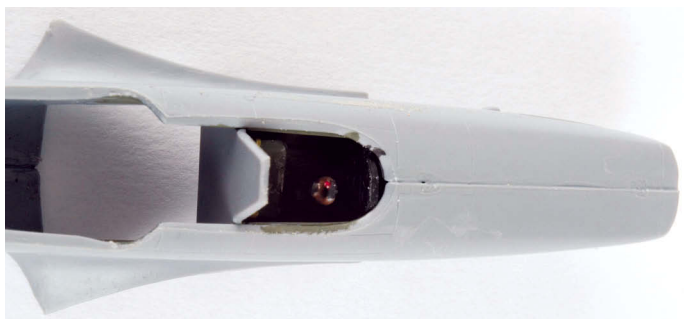
Be that as it may, we move on to detailing the



The Dornier's cockpit, much improved by the addition of the Kuivalainen etched details



A view looks up through the Do 17's belly gun position, also showing the worst-fitting section of the fuselage, part-way through the filling, filling and sanding process



The unworked seam in front of the Defiant's cockpit opening - plenty of filling, sanding and rescribing to do here!



The seam below the Defiant's engine area is also an issue. The small scoop had to be very carefully reshaped

side consoles, panels and crew seats. I would recommend fitting the large etch panel that forms the rear bulkhead and side-walls to the left side of the crew compartment first, but DON'T bend the right-hand side in until you've fitted all the left side panels and the box structure to the bulkhead. And do ensure that the panel fits as tightly as possible into the left fuselage half. Once you've done all this, then bend the right side panel in and test-fit the fuselage halves together. I found I had to trim the edge of the lower section of the bulkhead, and sand the inner face of the right-side crew compartment, to get the two halves to close up properly.

Now, before you close the fuselage permanently, add the etch parts to the right fuselage half, together with the two crew seats on this side. Lap-belts for these seats are included in the etch but are omitted from the instructions, so I had to guess as to the anchor-points.



The spinner with plastic reinforcing rods inserted into the hub. The blades will be drilled to fit over these to make a much stronger - and easier - joint



The Defiant after its first coat of primer and final round of filling and sanding. Yes, I forgot to clean all my dusty finger-prints off before I took the photos!

The previously assembled pilot's position needs to be added to the left fuselage half; there is an etch support frame to go between the floor and the fuselage skin. I also added the instrument panel at this stage, much improved with more pre-coloured etch. I also replaced the 'handle-bars' with their etch version, but wished later I had left this alone as the etch part is extremely delicate and probably too thin - and became detached and lost later on. Note that I did not attempt to fit the rear crew seat before closing up the fuselage, opting to fit it up through the belly gun position later. Now, at last, the fuselage halves could be mated together!

Fit here wasn't too bad for an old kit. All the seams needed some tidying up, and small amounts of filler were required below the forward end, but nothing too drastic. I had assembled the wings earlier, in between parts of the cockpit. Fit around the wings themselves was good, but the same could not be said for the engine nacelles, which needed clamping and quite considerable work with filler and files along the seams. If you repeatedly test-fit the engine cowls as you shape up the nacelles, you'll ensure you retain the

correct shape and the cowls will subsequently fit without problems. I am sure the mainwheel wells are far too shallow, but without detailed plans I left them as they were.

The rear crew seat was inserted very gently with tweezers, with the side support brackets splayed out so that they held against the longitudinal fuselage formers. When in place a tiny dab of CA glue was applied to each support on the end of a kebab skewer (much easier to handle than a cocktail stick!). When this was set, another dab was applied to the bottom edge of the rear support panel and this was pushed against the rear bulkhead.

However, I'm not convinced this detail is quite correct, as it would seem more logical to me if this panel formed a flat foot-well.

The tail assembly all fits positively together. The guide brackets (probably not the correct description) for the elevators are a bit chunky and would benefit from thinning down. Both wings and tail assemblies fit very well to the fuselage, with very little tidying up required. Likewise the engines/cowlings, but I'd made sure of that as described above. There are a couple of small gondolas to add under the nose, but the rearward one is an option, so check references for the actual aircraft you are modelling to see if it is required - in this case it was not. Last thing I fitted before painting was the glazing under the nose section.

I made a paper cover to fit into the top of the cockpit, to protect all the fine details from masking tape, then masked over this, trimming to the edge of the cockpit opening. The nose and belly-gun positions were also masked over, and the model primed with black auto primer from a spray can. This revealed a bit more work to do under the nose and along one or two other seams, with a final coat of black to finish off.

I have recently discovered that Luftwaffe colours are rather less than black-and-white, to coin a phrase! The kit instructions give RLM references (RLM65



Close-up showing the Eduard etched mainwheel well detail, a great improvement on the bare kit version. I have also filed out the channels for the oleos

below; RLM70/71 for the splinter camouflage above), but it seems even these are open to interpretation. I purchased one each of Tamiya's Luftwaffe AS spray paints from emodels, having somewhere found a guide identifying these paints to their RLM numbers (something which seems not to have occurred to Tamiya to do!). I wish I'd printed that guide off, because I'm blown if I can find it again!

I also searched online for suggestions as to the pattern and colours for this particular aircraft. Hopefully, as Hendon proceed with preservation and/or restoration, they will discover traces of any details or discrepancies, but I went with a standard pattern for the Do 17. In the end I used Tamiya AS-5 Light Blue, AS-24 Dark Green and AS-3 Gray Green. These were polished back to expose the black primer along the panel lines before giving the model a coat of TS-13 Gloss clear in preparation for decaling.

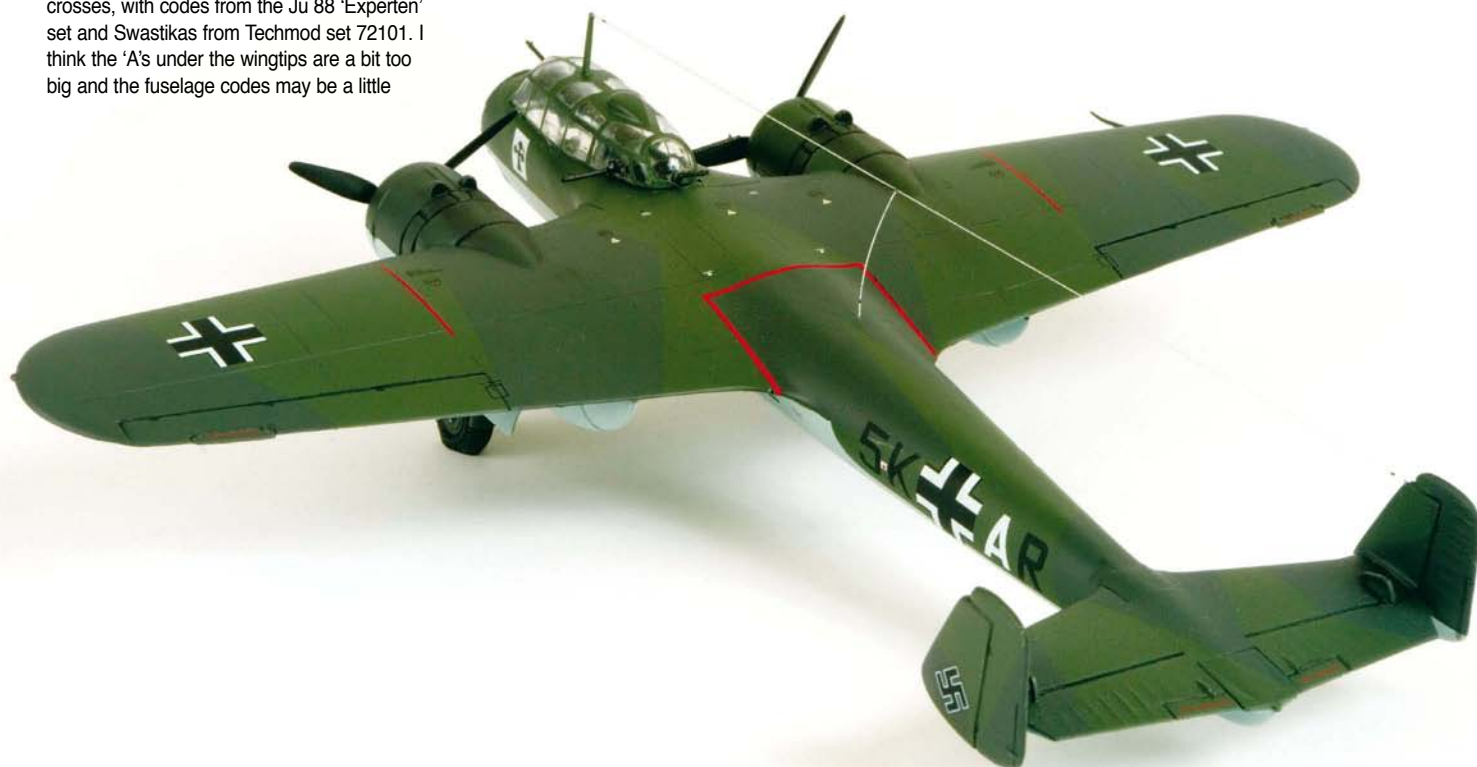
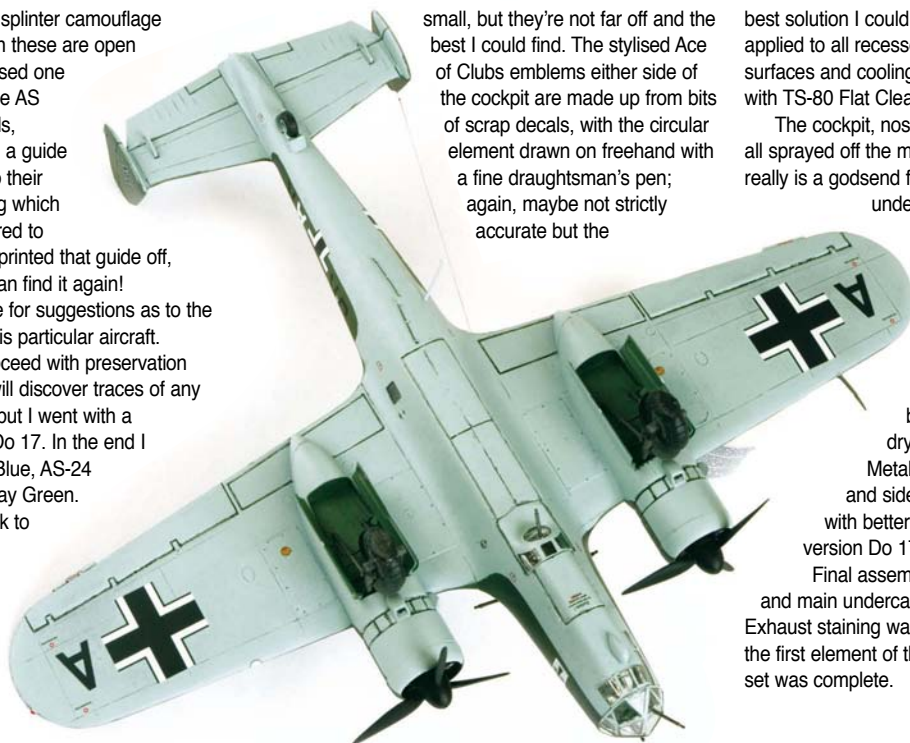
Decals were a mixture of the kit items, for the stencils and crosses, with codes from the Ju 88 'Experten' set and Swastikas from Techmod set 72101. I think the 'A's under the wingtips are a bit too big and the fuselage codes may be a little

small, but they're not far off and the best I could find. The stylised Ace of Clubs emblems either side of the cockpit are made up from bits of scrap decals, with the circular element drawn on freehand with a fine draughtsman's pen; again, maybe not strictly accurate but the

best solution I could come up with. A wash was applied to all recessed details such as control surfaces and cooling flaps and the whole lot sealed with TS-80 Flat Clear.

The cockpit, nose and belly gun clear parts were all sprayed off the model. The Eduard masking set really is a godsend for this complex glazing! The main undercarriage was pre-assembled then also painted off the model with Humbrol Tank Grey. The kit mainwheels were replaced with the True Details versions, which are better-detailed with proper flats. All machine guns were painted on the sprue, base-coated in matt black then dry-brushed with Citadel Bolt-gun Metal. The most visible guns - the front and side cockpit positions - were replaced with better-detailed items from Italeri's early-version Do 17 kit.

Final assembly of glazing, propellers, aerals and main undercarriage was straightforward. Exhaust staining was applied with pastel powder, and the first element of this 'Dogfight over Goodwin Sands' set was complete.





MPM Boulton Paul Defiant Mk I

As the Dorniers approached the coast of England, 5K+AR became separated from the main group. Isolated, it was pounced upon by the Defiants of 264 Squadron operating out of Hornchurch, ironically one of the attacking Dorniers' targets. Under a hail of bullets, both engines were set ablaze, the stricken aircraft descended rapidly and its pilot, Feldweibel Willi Effmert, attempted a crash-landing on the exposed Goodwin Sands. The plane flipped over as it dug into the soft sand, killing two of the four-man crew. The triumphant Defiants went on to claim one more Do 17 from the main bomber force.

The MPM kit was chosen for several reasons; it is a more modern tooling than the old Airfix version, it is a 'Battle of Britain' boxing and moreover has one option for a 264 Squadron aircraft.

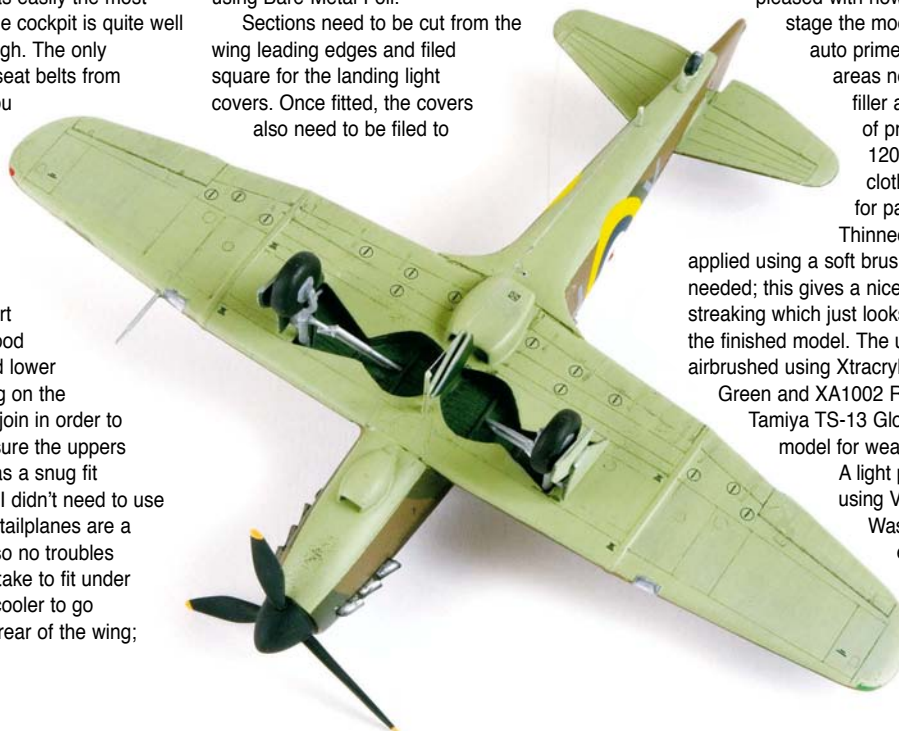
Of the three models this, despite being a 'straight from the box' build, was easily the most challenging. It starts out OK; the cockpit is quite well detailed and builds easily enough. The only aftermarket parts added were seat belts from Eduard set 73005. It's when you come to join the fuselage halves the trouble starts. I aligned everything as best I could, but all seams needed filling and sanding. The small scoop in front of the wing opening needed very careful reshaping. The wheel well insert onto the lower wing half is a good feature, but the wing upper and lower full-span sections need sanding on the inside face of the trailing edge join in order to get a scale thickness. I made sure the uppers fitted such that the fuselage was a snug fit between them, so that at least I didn't need to use filler along the wing roots. The tailplanes are a butt-join, but an accurate one so no troubles there, either. There is a chin intake to fit under the engine cowlings and an oil-cooler to go under the fuselage toward the rear of the wing;

both of these feature nice grille inserts.

I experimented and test-fitted carefully when I came to fit the rear upper fuselage section, to try to ensure that I would be able to insert the turret later. It all seemed OK at this stage, although admittedly I was just holding the turret halves together. Unfortunately the model does not offer an alternative part to depict this section in the lowered, firing position, though it shouldn't be too difficult to modify it thus if you wish. Note, though, that the canopy would need to be modified, too, to depict its rear section lowered. More filler is required to blend this section to the fuselage.

I continued my test-fitting when I attached the forward canopy, to make absolutely sure the turret would drop in. The turret opening was masked up ready for painting. I could not find any pre-cut masking set for this model, which is another complication - all three of these models have some very small, intricate glazing. In this case I masked using Bare-Metal Foil.

Sections need to be cut from the wing leading edges and filed square for the landing light covers. Once fitted, the covers also need to be filed to



Boulton Paul Defiant Mk I 'Battle of Britain'

Scale: 1/72

Kit No: 72561

Type: Injection Moulded Plastic

Manufacturer: MPM

Eduard Set 73005 RAF WWII Seat Belts



Boulton Paul
Defiant Mk I
'Battle of Britain'

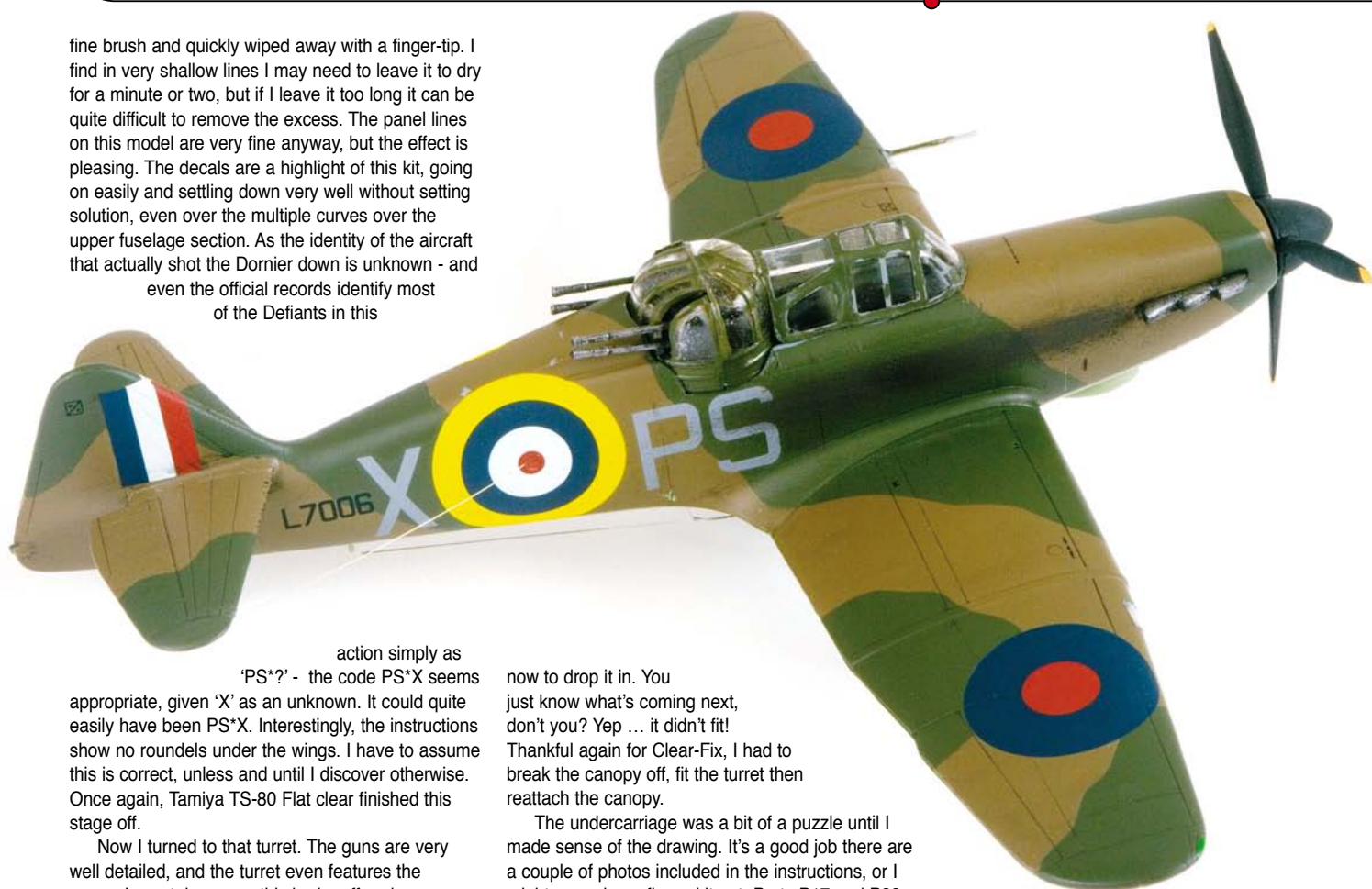


blend them in, then polished to make them look like glass again. But I must say, when I finally unmasked these at the end of the build, I was particularly pleased with how realistic they look. At this stage the model was primed with grey auto primer, which revealed several areas needing yet more work with filler and abrasives. A final coat of primer and a polish with 12000 grade Albion Alloys cloth, and the model was ready for paint.

Thinned Tamiya XF-21 Sky was applied using a soft brush. Three coats were needed; this gives a nice, smooth finish with faint streaking which just looks like light weathering on the finished model. The upper camouflage was airbrushed using Xtracrylix XA1001 RAF Dark Green and XA1002 RAF Dark Earth. A coat of Tamiya TS-13 Gloss Clear prepared the model for weathering and decaling.

A light panel wash was applied using Vallejo 73201 Black Shade Wash. After some experimentation I have settled on using this thinned with a little water, applied with a

fine brush and quickly wiped away with a finger-tip. I find in very shallow lines I may need to leave it to dry for a minute or two, but if I leave it too long it can be quite difficult to remove the excess. The panel lines on this model are very fine anyway, but the effect is pleasing. The decals are a highlight of this kit, going on easily and settling down very well without setting solution, even over the multiple curves over the upper fuselage section. As the identity of the aircraft that actually shot the Dornier down is unknown - and even the official records identify most of the Defiants in this



action simply as 'PS*?' - the code PS*X seems appropriate, given 'X' as an unknown. It could quite easily have been PS*X. Interestingly, the instructions show no roundels under the wings. I have to assume this is correct, unless and until I discover otherwise. Once again, Tamiya TS-80 Flat clear finished this stage off.

Now I turned to that turret. The guns are very well detailed, and the turret even features the gunner's seat; however, this broke off and disappeared during construction. You wouldn't know it wasn't there if I hadn't told you! But when I test-fitted the first glazed part over the gun barrels, I found the two vertical stanchions fouled the top of the transparency, so they went. After some fiddling I decided to fit this clear part to the gun assembly, then fit the other clear half to that. I do find it quite difficult to see clear parts clearly and it took me two attempts to get the clear halves aligned to each other properly. I was glad I'd used Humbrol Clear-Fix to join them, as this allows you to break the parts apart when you realise they're not positioned correctly. The seam needed some careful filing to smooth it out, but at least it becomes more visible with some file-marks on it!

I elected to brush-paint the framing free-hand, rather than attempt to mask it all up. Some sections had to be wiped off and redone and I'll freely admit it's a bit rough and ready ... well weathered, that's my excuse! So

now to drop it in. You just know what's coming next, don't you? Yep ... it didn't fit! Thankful again for Clear-Fix, I had to break the canopy off, fit the turret then reattach the canopy.

The undercarriage was a bit of a puzzle until I made sense of the drawing. It's a good job there are a couple of photos included in the instructions, or I might never have figured it out. Parts B17 and B33 go from the main oleo to the rear corner of the wheel-well. OK? The aerial fit is a bit confusing, too, until you realise that the rear under-fuselage aerial retracts into the fuselage when the wheels are down. For this reason the wire between the main wire and the fuselage centre needs to have some slack in it when the aerial is retracted. The main longitudinal wire was made from fine fishing-line as this is easier to stretch between the aerial posts (I'm rubbish at stretching sprue!). All other wires were made from Albion Alloys 0.1mm nickel silver rod, which is much nearer to scale thickness but a bit fiddly to handle.

Last part to construct was the propeller. The blades are a butt-join to the hub, so I drilled the hub and the blades to take a short length of plastic rod to make a better join. Apart from some exhaust staining,

I didn't apply too much weathering. I don't think many of these aircraft survived long enough to acquire much superficial damage. A few paint chips that came off with the masking were allowed to remain.

From the contemporary reports for the 26th August 1940 comes this telling quote:

'The Defiants have never been successful in combat operations, and why these aircraft should constantly be used in combat will always be questioned.'

264's elation was short-lived. As their second victim plunged to earth, Bf 109Es of JG3 stormed into their formation. Having quickly learned that the Defiants were vulnerable from beneath and in front, Luftwaffe fighter pilots tore them to pieces. Three were lost within a few minutes; another managed to return to base severely damaged.





The one that got Away – Academy's Messerschmitt Bf 109E-4

Whilst I understand this kit has been criticised for shape issues, this was certainly the easiest of the three to build. Even with the addition of Eduard Zoom Set SS141, adding etched details to the cockpit, intakes and main wheel wells, this was a relatively simple kit to put together, with no major fit issues. I did thin down the edges of the chin and under-wing intakes for greater realism. I didn't need to use any filler; just a light sanding was all that was required to smooth out the joins.

I chose Techmod set 72052 for the decals as it includes markings for Oblt Franz von Werra (Gruppenadjutant) 'Black Chevron' of Stab II./JG 3, known to be the unit involved in this action. This set includes PVC masks, but these were ineffective, maybe made to fit a different model, so I used Bare-Metal Foil again.

The model was primed with white auto primer. I felt this would possibly give a slightly lighter shade to the Tamiya AS-5 Light Blue than that on the Dornier, also enabling me to mask off the white rudder. After the blue I again came up against this uncertainty as to what the correct upper camouflage colours should be. Techmod's instructions suggest RLM02 Grau and RLM71 Dunkelgrün, but how to translate these into model paints? I opted for Tamiya AS-4 Gray Violet and AS-24 Dark Green, and hope

Bf 109E-3/4 'Heinz Bar' with Kettenrad

Scale: 1/72

Kit No: 2214

Type: Injection Moulded Plastic

Manufacturer: Academy

Eduard Zoom Set SS141 Bf-109E

Techmod decal set 72052 Messerschmitt Bf 109E-4



that they're acceptable. The instructions also suggest that the panels immediately in front of the cockpit have a squiggle pattern applied, as if they may have been replaced with panels from a different aircraft. Well, I know my limitations with an airbrush, and they don't run to tiny squiggle patterns in 1/72, so they haven't been replaced yet!

The sharp-eyed among you will notice that there is a square panel on the port wing in a different shade of grey. This was a patch which got damaged during painting, so I decided to make it an in-the-

field quick repair job. I think it works quite well.

The decals on this model are mind-boggling! There are more stencils on this than your average modern US jet! They didn't all get applied, and I have to admit to getting the panel numbers along the port fuselage side wrong - I got the number '1' in the wrong place, and everything else followed until I got to number '9' with nowhere to put it! Oh well, I'll know next time. The Swastika was again taken from the Techmod Swastika sheet as that supplied in the kit is not the correct type and the version on the main Techmod decal set is in two halves. I like to make life easier when I can!

I weathered this model much more heavily as I wanted it to look more tired and war-worn. The trickiest part to paint was the black-and-white quartering on the propeller hub. I masked and sprayed this, but had to go over it with a fine brush. It looks OK, though. Final assembly was as straightforward as the rest of the build, although I do wish the Eduard etch included main undercarriage doors as these do look rather clunky. Aerial wire and the final touch, the canopy stay, were made from that Albion Alloys 0.1mm rod.



Conclusion

This started out as a project to build just the Dornier, to commemorate its recovery from Goodwin Sands, but grew into a display of all the combatants in this one action; just a small, insignificant episode in the maelstrom of the Battle of Britain. But it also stands as a small memorial to all who were caught up in this epic battle for the skies above England in the long, hot summer of 1940.

As inspiration for a build, records for many of those individual battles - and others - can now be collated. This, for me, became a fascinating project and it is an approach I would whole-heartedly recommend. **MA**





Easy Build Buffalo

HobbyBoss's F2A

By Bruce Leyland-Jones

It was the old Matchbox kit that first introduced me to this stubby little fighter, so I was pleased to see this new kit, from what I consider to be Nu-Matchbox.

This is one of the Easy Assembly range of HobbyBoss kits and could easily have been one of the shortest reviews ever. Very few pieces of very well-moulded plastic fit together very well to produce a very nice model. The End.

Okay...so I'll behave and do a proper job of it and probably upset all those readers out there, who complain about reviews featuring stuff not in the bought kit. Still, this is an aircraft modeller's magazine and not one specifically tailored for kit assemblers.



Whilst the image on the box top isn't particularly exciting, the contents inside can make it feel like Christmas has come early, with lots of well-packed items.

A lot of effort goes into such packaging and removing it all for the recycling felt therapeutically cleansing. The transparency is clear, with frames...erm...clearly defined. HobbyBoss also make good use of slide-moulding technology to produce their pieces and there was very little clean-up required, once the pieces had been separated from the sprue. Some of the detail may be

Brewster F2A Buffalo

Scale: 1/72

Kit No: 80290

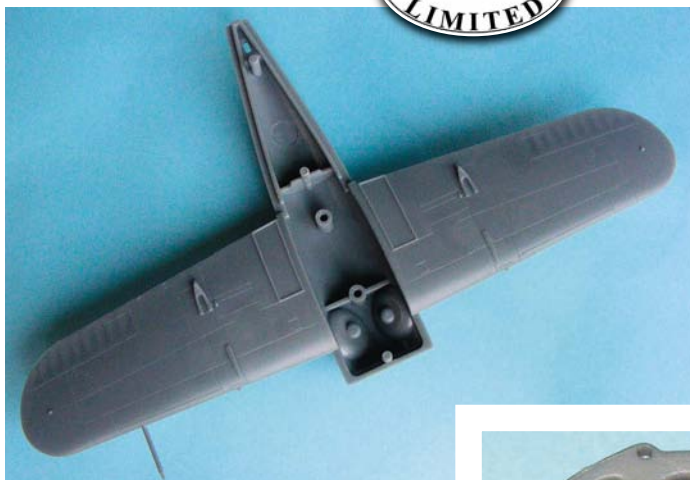
Type: Injection Moulded Plastic

Manufacturer: HobbyBoss

considered a little on the chunky side of things, with the wing-gun ejection chutes and walkway borders standing out in the regard. That said, I'll remember that this is an entry-level kit.

The parts fit together tightly and, if I'm honest, I could've managed without gluing a single piece. The cockpit is a seat and stick and it was easy enough to add the undercarriage at this stage. If a modeller wanted an in-flight model, then some extensive surgery would be required of the plastic;

The upper fuselage also received its appropriate pieces and at this point I decided to extend the review and do a little modelling. The rear parcel shelf is a blank and this should not be the case. In addition, I happened to notice an instrument panel decal, in spite of no mention of this in the instructions, and there was no plastic upon which to place it.



The parts are well moulded and engineered for a speedy construction



Quick and easy is the ethos with this line of kits



A little scratchbuilding busied up the rear cockpit decking



Engine detail is moulded integrally with the cowling



Various lengths of plastic rod, tube and scraps of plasticard were pressed into service. For reasons unknown, I happened to have some Eduard USN (Early) pre-painted harness, so some of this was used to embellish the seat.

The engine is moulded inside the cowling and, whilst this may be considered somewhat basic in its lack of apparent complexity, it painted up well enough and gave me a chance to play with my minidrill.

Upper-fuselage sub-assembly added to lower-fuselage sub-assembly and the model was a done deal. Fit, including that of the canopy, was perfect and it was onto the painting.

At this point, HobbyBoss appear to have forgotten the entry-level nature of their product and offer two schemes for the modeller. The first

involves yellow, silver and white and Bearers of the Hairy Stick rejoice not at such a combination. The second option is for an experimental camouflage scheme, featuring a plethora of loops and circles and, I'm sure, would be the quintessential scheme for a certain Mr. Mike Grant to reproduce!

Following the adage of many thin coats, I began with the yellow, using Humbrol H154. White followed and the final paint was good old Humbrol Aluminium metalcote. This stuff is a boon for us brush painters, as streaks can disappear after the third coat and a slight buffing will remove any that remain....

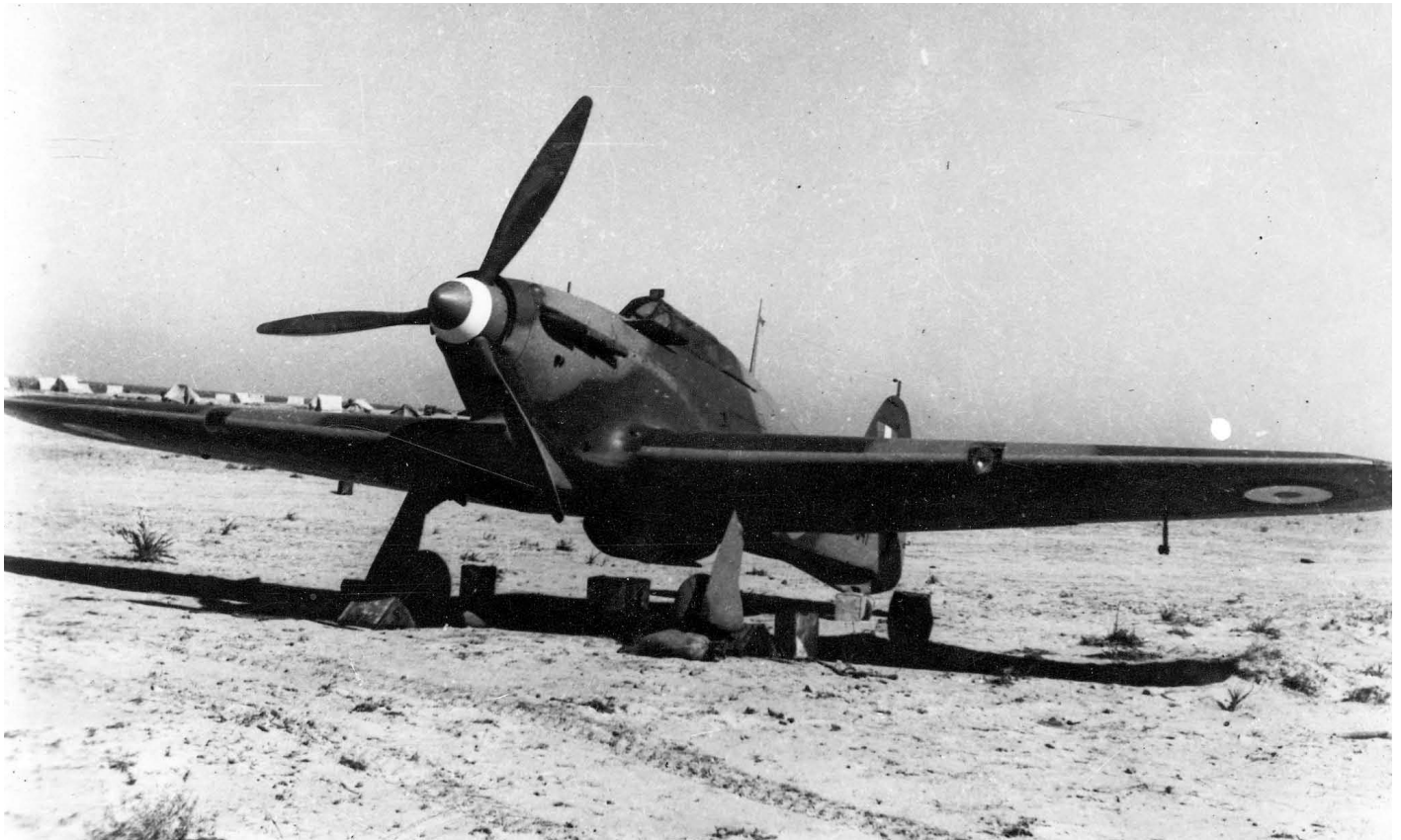
Build done, painting done and, sadly, the decals were a bit of a nightmare. They were extremely thin, stuck like muck to a blanket and had an annoying tendency to fold over themselves and/or to crease

up. It's nice not to have to paint your own prop tips, but I had to trim off a lot of excessive decal film before use. Decals should not be a Trial of Modelling Ability and one should not feel to be a modelling-inadequate, simply because the decals are apparently 'too good'. Today, quality decals do not need to be so problematic, so HobbyBoss should keep an eye on this issue. Remember...Entry-Level kit.

I also remain undecided about the decal used for the window in the aircraft's belly and feel that black, rather than blue, would have been a better choice of colour.

To summarise and with decals aside - very few pieces of very well-moulded plastic, fitting together very well to produce a very nice model. **MA**





A Hurricane Mk I at El Daba (HAF Historical branch service)

Hellenic Hurricanes

Hawker's Finest in Greek Service

By Kyriakos 'Kirk' Palouliau

By mid-1941 the RHAF was fleeing to North Africa as Greece came under German occupation. A great many pilots and technicians transferred to Egypt and Palestine in order to survive and carry on the fight against the invading German forces. Many of the pilots had experience on the Gladiator Mk I, PZL-24F/G and Potez 63 and hoped to carry on the fighting with the RAF in the Middle East.

On 23rd April 1941 six Avro Ansons of 13th Light Bombing Squadron and a number of other biplanes (Avro 621 and 626s) made it across the sea of Crete and landed at Dekhelia airfield in Egypt. 13 (Hellenic) Squadron remained autonomous under RAF/ME control and the pool of Greek pilots in Gaza were utilized in the creation of a Greek squadron under RAF guidance and orders. As the RHAF had ordered and paid the price for twenty-four Supermarine Spitfire Mk Is before WWII erupted, RAF/ME created No.335 (Hellenic) Squadron in which 'Free Greeks' in exile could carry on fighting - with Hurricanes at this time, as they were most readily available.

335 Sqn was formed on 7th October 1941. The location was RAF Aqir in Palestine (today's Tel Nof Israeli Air Force base) with eight Hurricane Mk Is



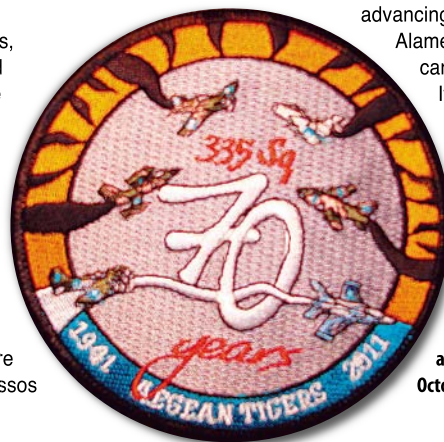
A Hurricane Mk I with its pilot prior to a mission (HAF Historical branch service)

coming from different units, including both tropicalised and non-trop models. The squadron had fifteen officers and 251 NCOs of which nineteen were rated as fighter pilots. 335 Squadron was allocated RAF liaison officers as well as two RAF Hurricane Qualified Flight Instructors. The Commanding Officers were Sqn Ldr Xenofon Varvaessos

initially, succeeded by Sqn Ldr Ioannis (John) Kellas, a competent Gladiator pilot and almost an ace following the battle for Greece. Its code letters were FG, standing for 'Fighting Greeks', with British type roundels and desert camouflage. In November 9th more Hurricanes were transferred.

During 1942 the squadron gathered experience in secondary roles such as anti-ship/convoy escort, and air cover of ports. Its Hurricanes were exchanged for twenty-one Mk IIBs in September of 1942, half of them coming from 238 Squadron.

In October 1942, while the Allies were advancing and fighting in the El-Alamein area, 335 was tasked to carry out an attack on the Italian Army HQ in the Western desert. In the early hours of 28th October 1942 Sqn Ldr Kellas, with eleven of his pilots (Panagopoulos,



This is the anniversary patch of 336 Squadron after the 70 year anniversary held in Araxos on 11th October 2013 (Kirk Palouliau)



OC 336 Squadron Leader Spyridon Diamantopoulos (HAF Historical branch service)



A Hispano gun in the 335 Squadron museum display area (Kirk Palouliau)



A 335 Squadron pilot gets ready to board a 335 Sqn Hurricane; note the Squadron patch below the cockpit (via 335 Squadron archive)

Volonakis, Voutsinas, Kartalamakis, Didaskalou, Karydis, Hadjioannou, Tsotsos, Xydis, Nikolopoulos and Gizas) took off from LG85 and were followed by twelve Hurricane IIBs of the legendary 274 Squadron. The Hurricanes successfully strafed the Italian HQ with their 0.303 Brownings and bombed trucks and buildings with 250lb bombs. F/O (reserve) Evstratios Xydis strafed and destroyed a Ju 87 Stuka on the ground on his return leg to base.

335's first kill was claimed on 29 October 1942 by F/O Ioannis Anagnostopoulos, leader of the 'Blue 3' formation of eleven Hurricanes flying at 11000 feet, performing air cover for 274 Squadron. Flying Hurricane Mk IIC BP279 Anagnostopoulos engaged in a dogfight with a formation of four Bf 109s that came in from the coastline. He took shots at one from close range as it was entering a

scattered cloud base at 5,000 feet over the battlefield of El-Alamein. The Bf 109 spun out of control. On 31st October twelve Hurricanes were patrolling over a harbour when they bounced seven Ju 87s and exchanged fire. Neither side managed to inflict losses.

The next kill was claimed by Flight Sergeant Dimitris Soufrilas on a Combat Air Patrol mission of twelve Hurricanes of 335 Squadron, providing air cover at 12,000ft again to 274. Eight Bf 109s were engaged by nine Spitfires of 601 Squadron at 18,000 feet. Two pilots of 335 intercepted one of these at 12,000 feet when it attempted to attack 274 Squadron far below. Soufrilas was flying Hurricane Mk IIC BE689, and claimed shooting at a Bf 109 at 5,000 feet altitude. Its pilot bailed out after being hit. This kill was also claimed by a Spitfire pilot of 601 Squadron.

On 25th February 1943 another Greek Squadron was formed with twenty-one Hurricane Mk IICs and twenty-two pilots. Its number plate was 336 Squadron and the latter's adopted name was 'Olympos', after the highest mountain in Greece and the residence of the Gods in Greek mythology. The missions undertaken by 336 included fighter sweeps and armed recce, convoy escorts and some Combat Air Patrols.

In the summer of 1943 'Operation Thetis' was undertaken against the island of Crete in order to boost the morale of Cretans and to mask other SBS commando activities, like the abduction of the 'Kreta' German Army Commander Craipe. The island had been a strategic location ever since the the German airborne invasion (Operation Mercury) during May 1941. Almost all RAF/ME squadrons were engaged in this operation, so it was logical that both Greek Hurricane squadrons would act. On 23rd July 1943 ten Mk IICs from 336 and eight from 335 took off from Mersa Matruh landing strip. They converged with a further 166 aircraft led by Sqn Ldr Max Aitken, heading towards Crete where they would conduct strafing attacks on a Luftwaffe radar station at Ierapetra in Agios Nikolaos



The first 335 Squadron OC, Sqn Ldr Xenofon Varvareosos, in front of a Hurricane Mk I. Note the two small Greek flags (via 335 Squadron archive)

province, and installations in Iraklion. This mission became known in the RHAf for 'the two that didn't return'. 335 Sqn pilots were Pagalos, Volonakis, Mihailidis, Hadjioannou, Kountouris, Fragos, Doukas and Laitmer. 336 Sqn pilots were Diamantopoulos, Katsaros, Papaioannou, Kokkas, Fragkias, Nikolopoulos, Athanasakis and Skantzikas. Flight Sergeant Skantzikas was amongst those later to escape from Stalag Luft III and was subsequently executed by the SS.

Another armed-recce mission was conducted a few days earlier, on Saturday 17th July 1943 with Hurricane BE395, the squadron's sole Mk IIC Tac-R (tactical Recce) that took off from Sidi Barani piloted by Flight Sergeant Dimitri Spyridonos, heading at 2,500 feet towards Tobruk. However over the area of Buq-Buq its engine failed and the pilot forced landed the Hurricane in the general area of Solum suffering serious burns.

During December 1943 335 Squadron was re-equipped with Spitfire Vb and Vcs, seeing plenty of action in North Africa and operations over Italy and Albania.

After the liberation of Athens in November 1944 the squadron returned to Hellinikon Airfield in Athens. During June 1947 335 Squadron was



A group picture of the first Hurricane-rated Mk IIC pilots at the Dekelia Landing Ground in Egypt. Touching the prop is Sqn Ldr Elias Kartalamakis, subsequently 335's OC. Kneeling first from left is Flt Sgt Skliris, a sergeant pilot who flew Breguets over the Albanian front in 1940-41 (via Elias Kartalamakis)



Rearming a Hurricane Mk IIC in the desert (HAF Historical branch service)



Hurricane Mk IICs of 336 Squadron - note the KC squadron letter (via 336 Squadron archive)

equipped at Sedes airfield with ex-RAF Spitfire Mk IXs, amongst them a few PR versions such as two TAC-R Spitfire Vb/cs, two converted Mk IXs and a solitary PR.XI. All of the above saw plenty of action during the ensuing civil war that erupted between Greek communist forces and the Hellenic Armed forces after the German retreat from Greece. By June 1944 336 Squadron was also re-equipping with Spitfire Mk Vb/cs.

The Heritage Carries On

These two squadrons and their early veteran Hurricane pilots became the basis for the postwar Royal Hellenic Air Force. The RAF numerical system for identifying Squadrons was carried on, and 337 'Phantasma' Fighter Squadron was established on May 30th 1947 at Eleusis airbase. Selecting Spitfire recce pilots from 335 Fighter

Squadron and SB2C-5 Helldiver aircraft from 336 Bomber Squadron as lead-in trainers in recce missions, the inauguration of 348 Recce Flight was finally achieved on August 1953, also at Eleusis airbase.

On Friday 14th of October 2011 335 'Tiger' Squadron celebrated seventy years service in the Hellenic Air Force. 336 Squadron, that flies the oldest equipment in the HAF, in this case the A-7E/TA-7C Corsair, hosted its seventieth birthday at Araxos airbase on October 11th 2013. During the 70 years of operations both Squadrons have mourned the loss of pilots mostly on Hurricanes, Spitfires, F-84Fs and F-104s. More on the history of these two Squadrons can be found in the April 2013 issue of Model Aircraft, in 'Corsair Country Part 3'. **MA**

Modellers Portfolio

On Her Majesty's Service

British Phantoms in Profile

By Jack Trent

The Phantom was procured to serve both in the Fleet Air Arm and Royal Air Force in a number of different roles including air defence, close air support, low level strike and tactical reconnaissance. Two individual variants were eventually built for the United Kingdom: the F-4K, designed from the outset as an air defence interceptor to be operated by the Fleet Air Arm, while the F-4M version was procured for the RAF to serve in the tactical strike and reconnaissance roles. In the mid-1980s a quantity of second-hand F-4Js were purchased to augment the UK's air defences following the Falklands War.



A Royal Air Force F-4J(UK) or Phantom F.3 (RAF serial ZE352, USN BuNo.153783) of 74 Squadron in flight near San Diego, California. The RAF acquired fifteen low-time F-4Js in 1984 and used them until 1991



Phantom FG.1 of 43 Squadron approaching a USAF KC-135A Stratotanker of the 306th Strategic Refuelling Wing for in-flight refuelling on 1 September 1980 (Major Dennis A. Guyitt)



McDonnell F-4M Phantom FGR.2 of 23 Squadron RAF exhibited at RAF Finningley in 1977 (Ruth AS)



FGR.2 XT907 at the US Naval Air Station Patuxent River, Maryland. In the background is the SP-2H Neptune operated by the NATC from March 1966 to January 1969

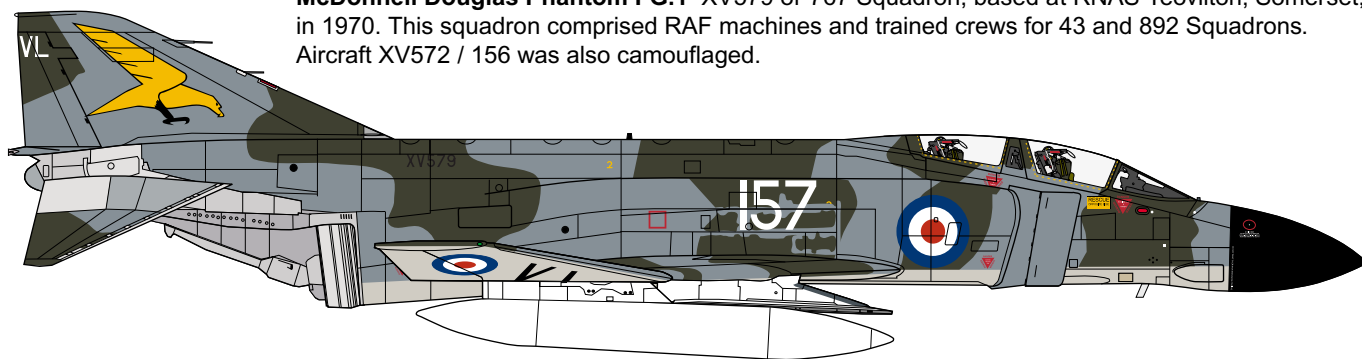


A FGR.2 from 23 Squadron lands at RAF Stanley, in 1984. Defending Falklands airspace was a key role for the UK's Phantoms through the 1980s (Petebutt)

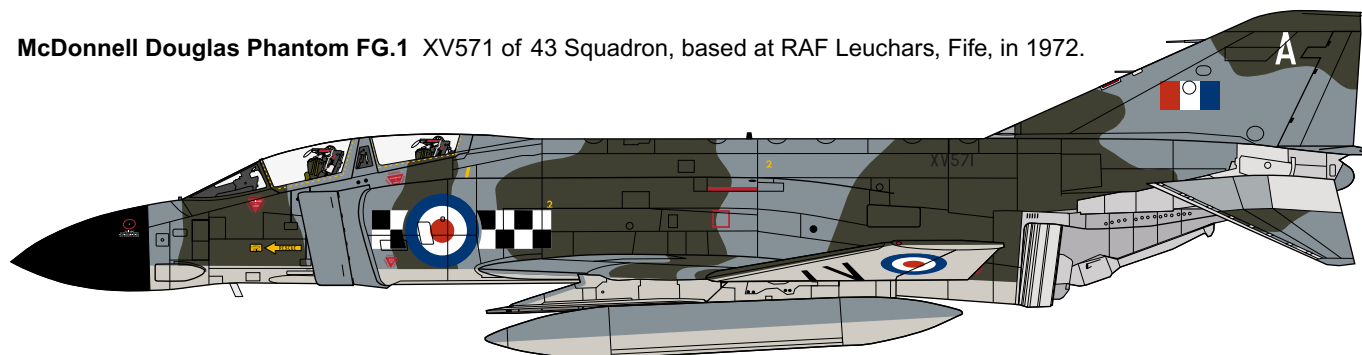


Royal Navy FG.1 from 892 NAS aboard HMS Ark Royal. The Leander-class frigate in the background is probably HMS Euryalus

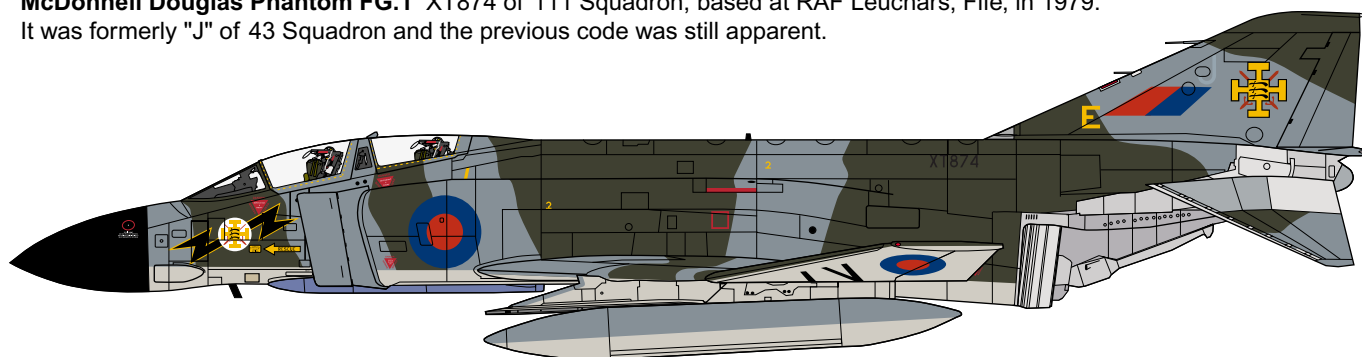
McDonnell Douglas Phantom FG.1 XV579 of 767 Squadron, based at RNAS Yeovilton, Somerset, in 1970. This squadron comprised RAF machines and trained crews for 43 and 892 Squadrons. Aircraft XV572 / 156 was also camouflaged.



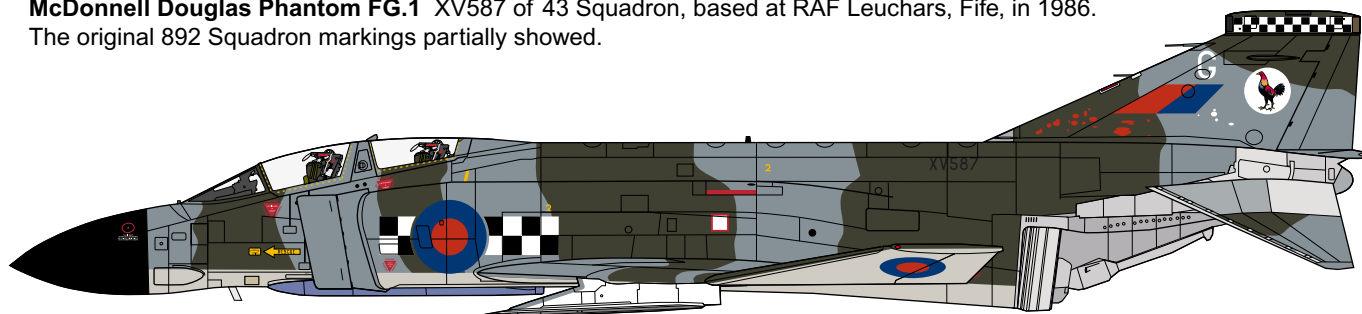
McDonnell Douglas Phantom FG.1 XV571 of 43 Squadron, based at RAF Leuchars, Fife, in 1972.



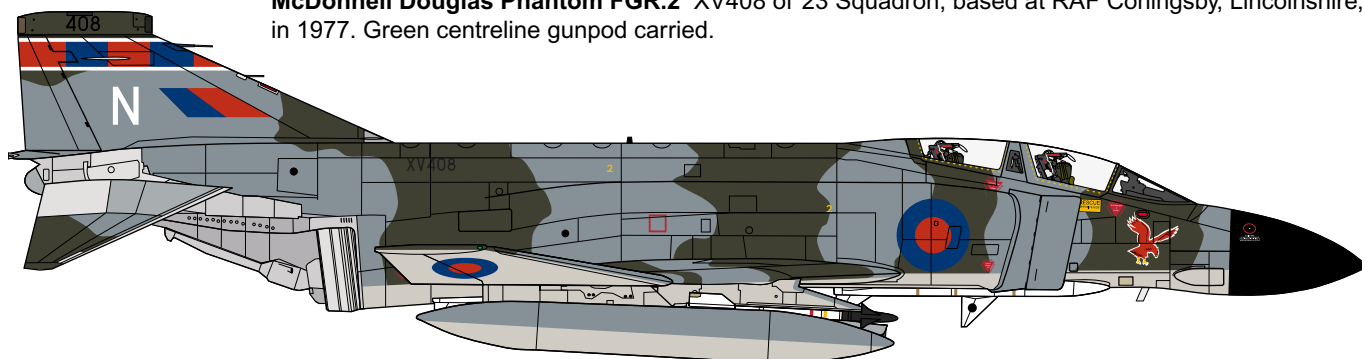
McDonnell Douglas Phantom FG.1 XT874 of 111 Squadron, based at RAF Leuchars, Fife, in 1979. It was formerly "J" of 43 Squadron and the previous code was still apparent.



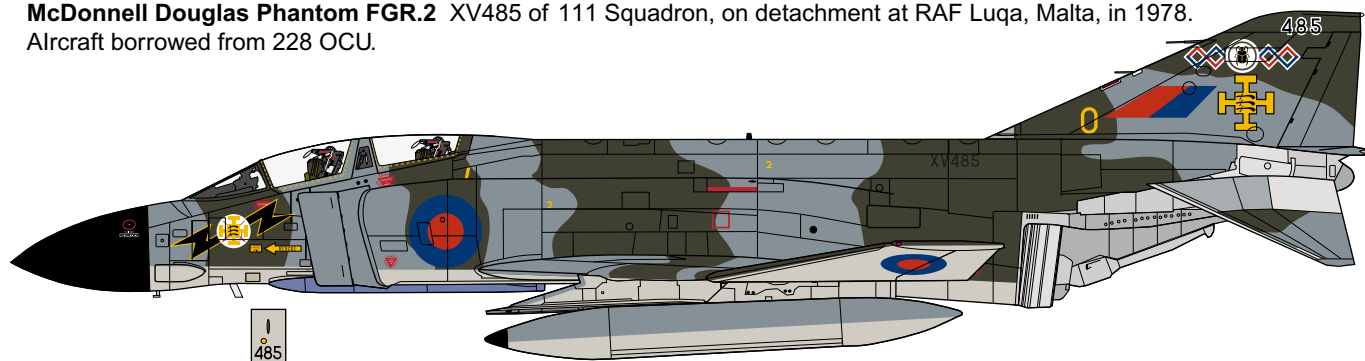
McDonnell Douglas Phantom FG.1 XV587 of 43 Squadron, based at RAF Leuchars, Fife, in 1986. The original 892 Squadron markings partially showed.



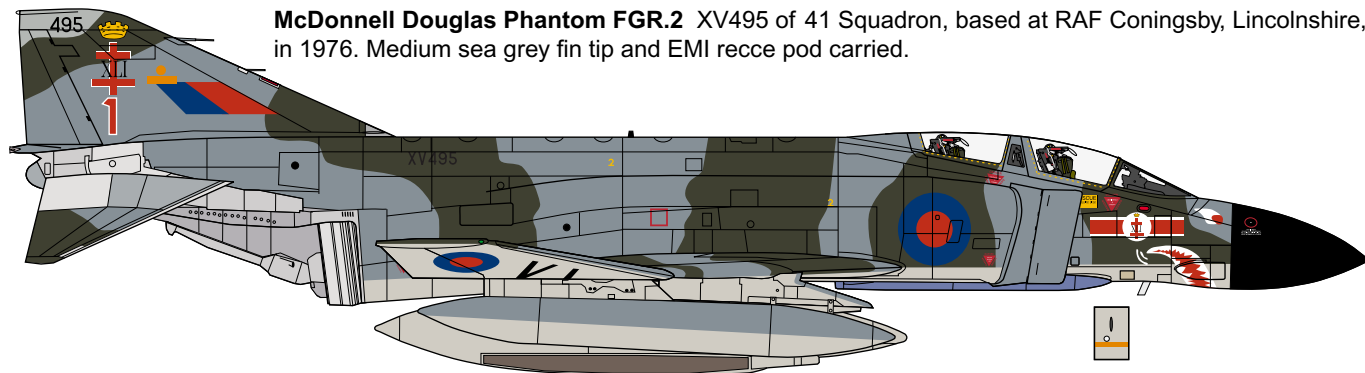
McDonnell Douglas Phantom FGR.2 XV408 of 23 Squadron, based at RAF Coningsby, Lincolnshire, in 1977. Green centreline gunpod carried.



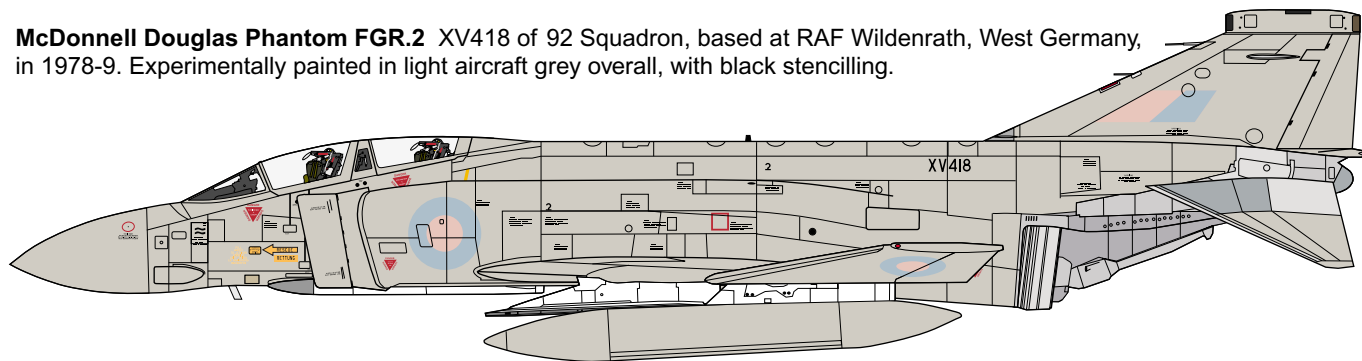
McDonnell Douglas Phantom FGR.2 XV485 of 111 Squadron, on detachment at RAF Luqa, Malta, in 1978. Aircraft borrowed from 228 OCU.



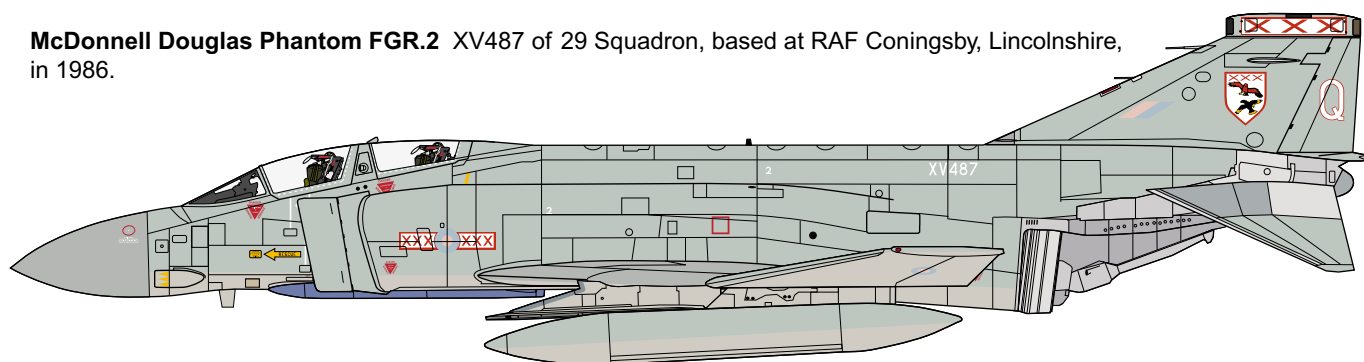
McDonnell Douglas Phantom FGR.2 XV495 of 41 Squadron, based at RAF Coningsby, Lincolnshire, in 1976. Medium sea grey fin tip and EMI recce pod carried.



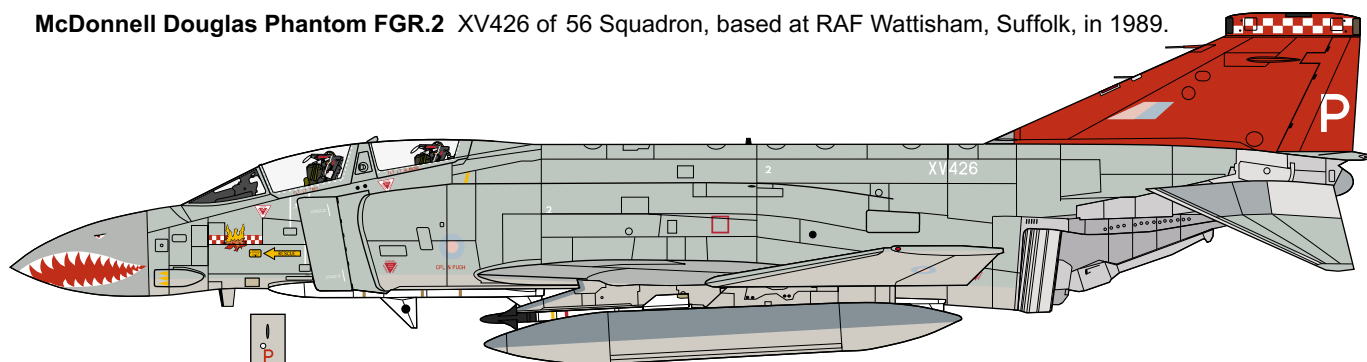
McDonnell Douglas Phantom FGR.2 XV418 of 92 Squadron, based at RAF Wildenrath, West Germany, in 1978-9. Experimentally painted in light aircraft grey overall, with black stencilling.



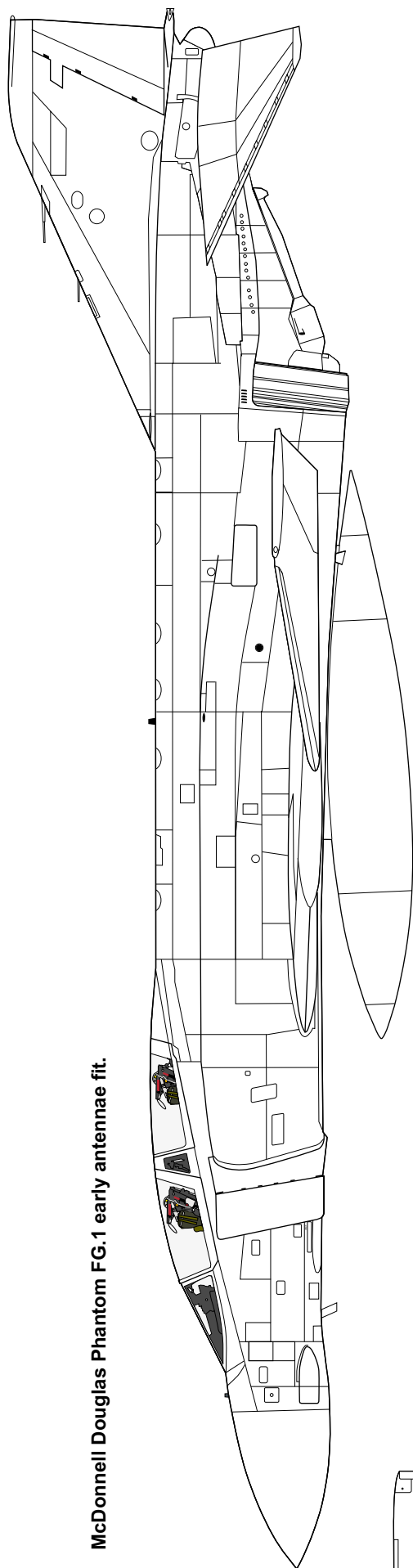
McDonnell Douglas Phantom FGR.2 XV487 of 29 Squadron, based at RAF Coningsby, Lincolnshire, in 1986.



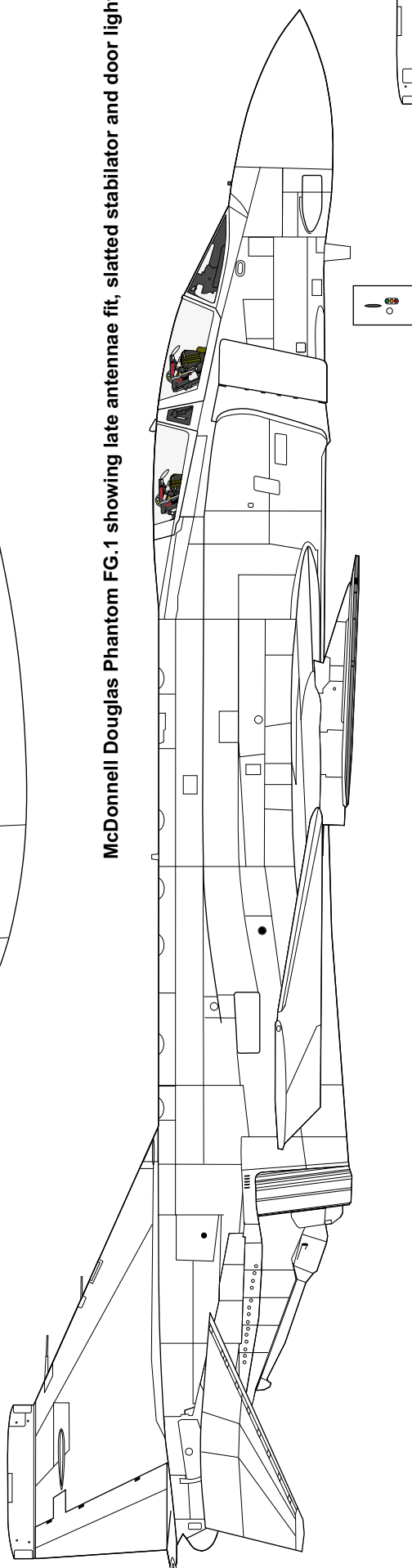
McDonnell Douglas Phantom FGR.2 XV426 of 56 Squadron, based at RAF Wattisham, Suffolk, in 1989.



McDonnell Douglas Phantom FG.1 early antennae fit.

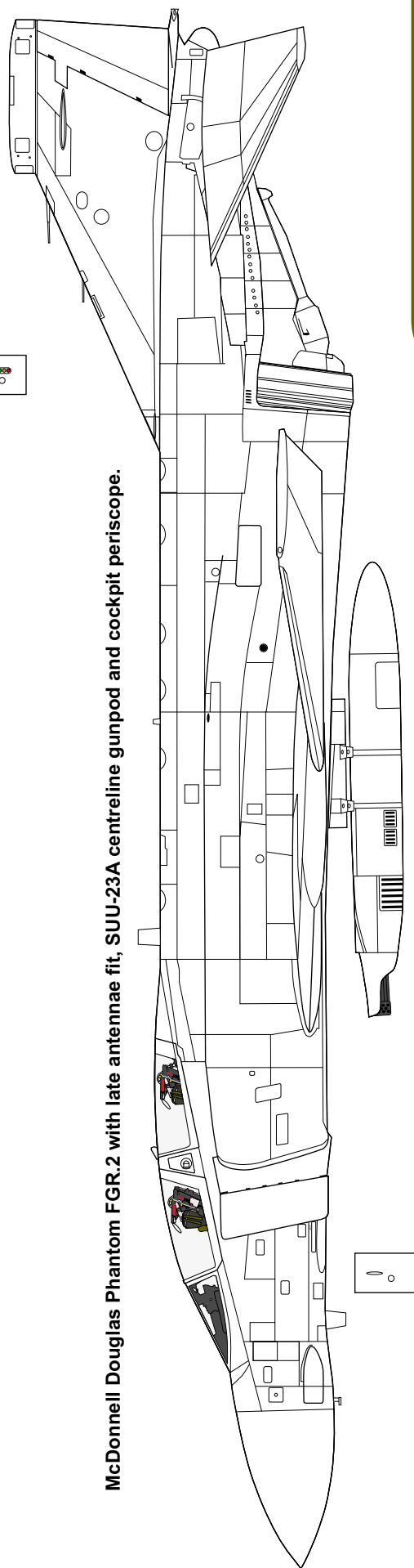


McDonnell Douglas Phantom FG.1 showing late antennae fit, slatted stabilator and door lights.

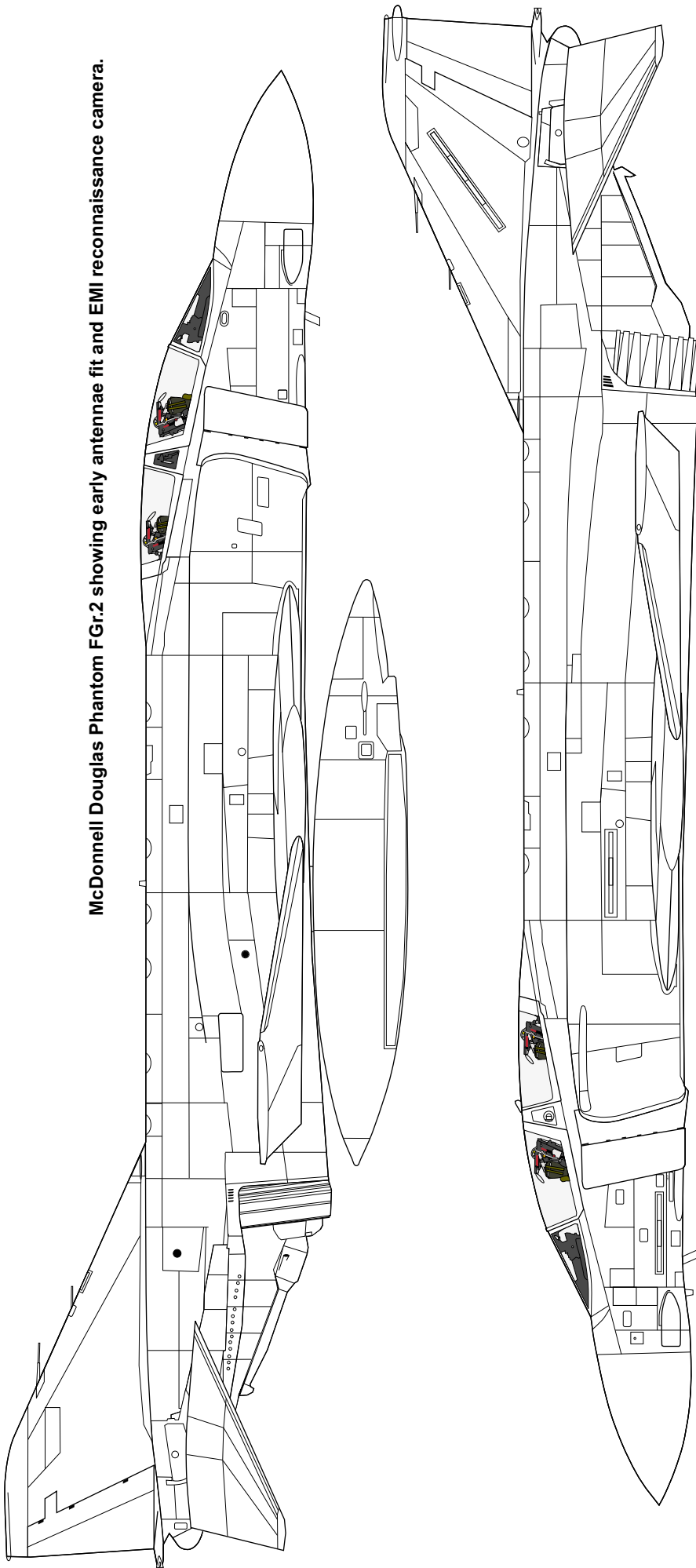


1/72 scale

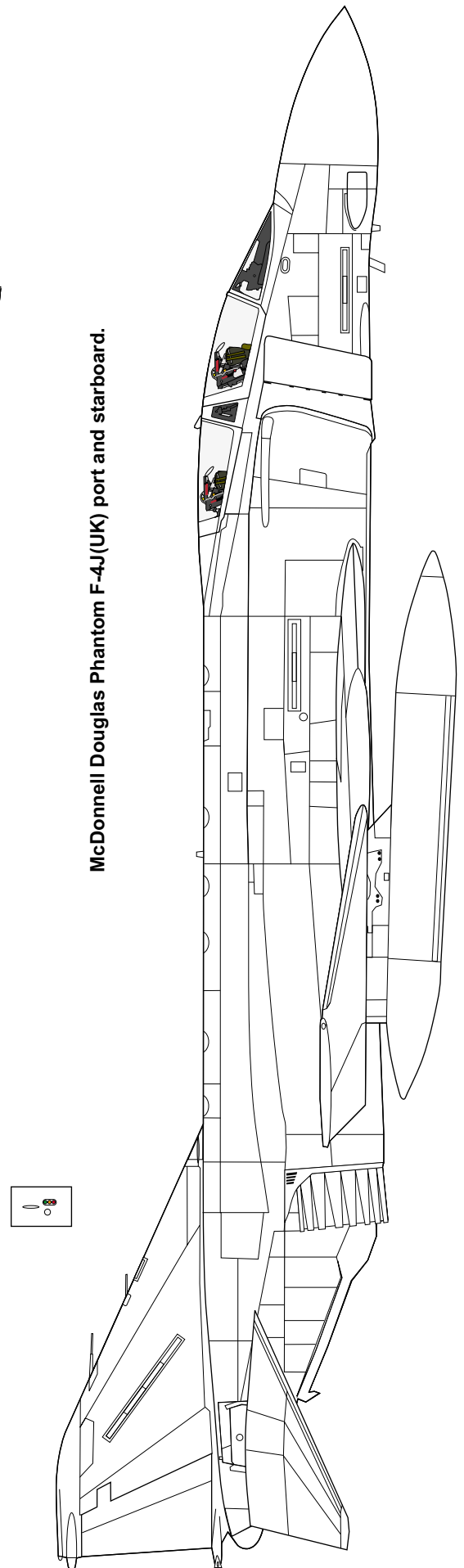
McDonnell Douglas Phantom FGR.2 with late antennae fit, SUU-23A centreline gunpod and cockpit periscope.



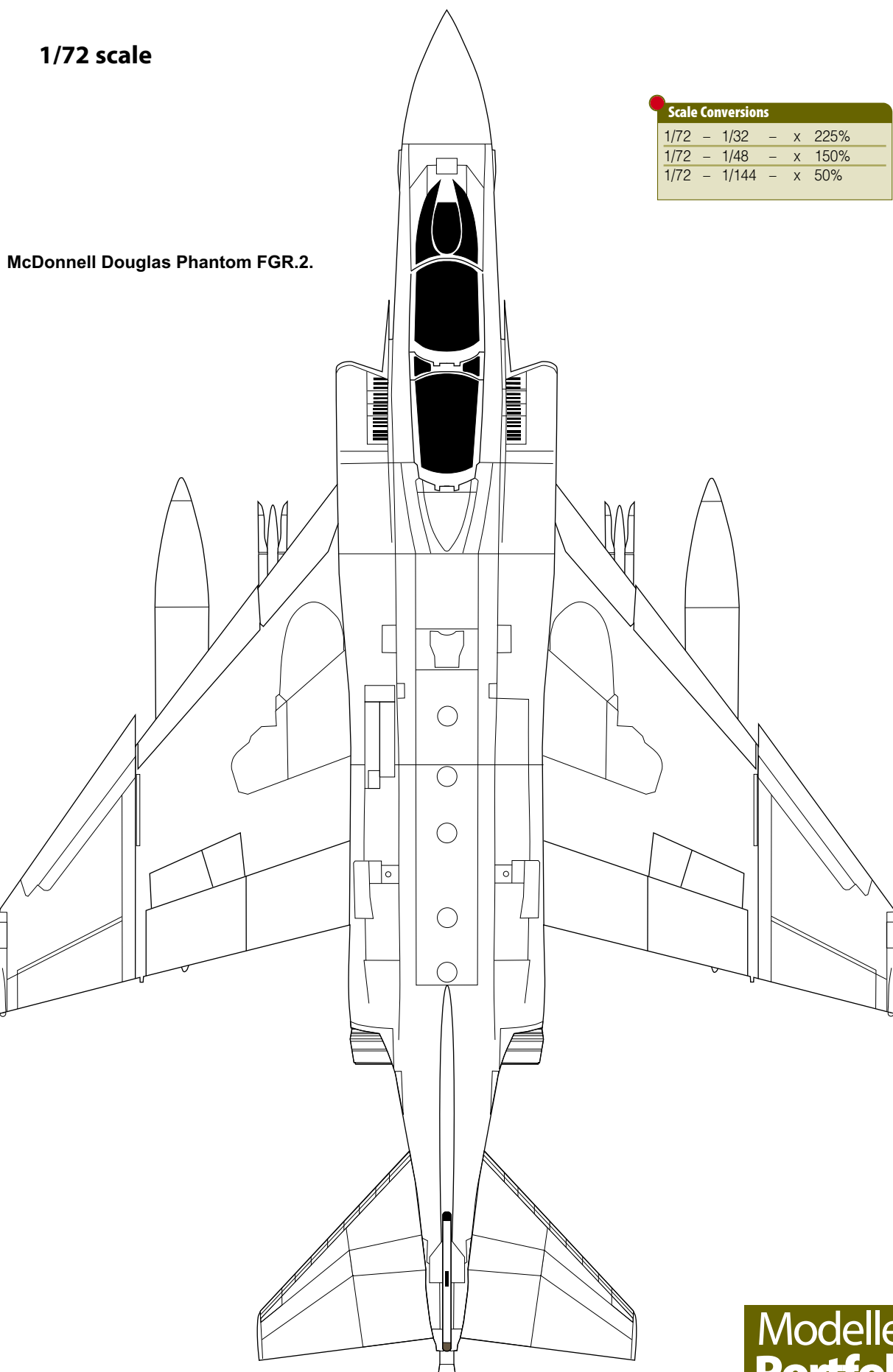
McDonnell Douglas Phantom FGr.2 showing early antennae fit and EMI reconnaissance camera.



McDonnell Douglas Phantom F-4J(UK) port and starboard.



1/72 scale



Scale Conversions

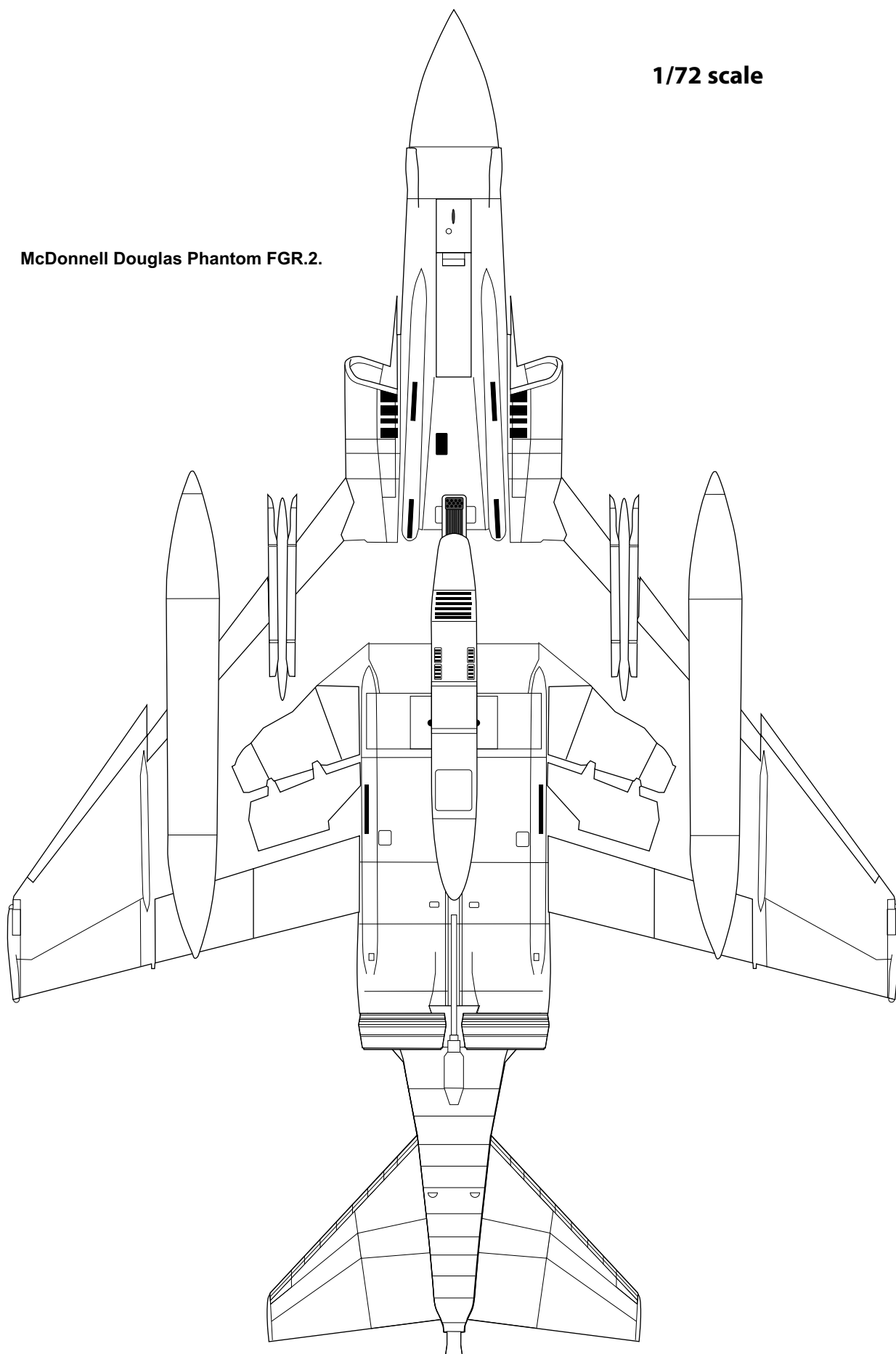
1/72	-	1/32	-	x	225%
1/72	-	1/48	-	x	150%
1/72	-	1/144	-	x	50%

McDonnell Douglas Phantom FGR.2.

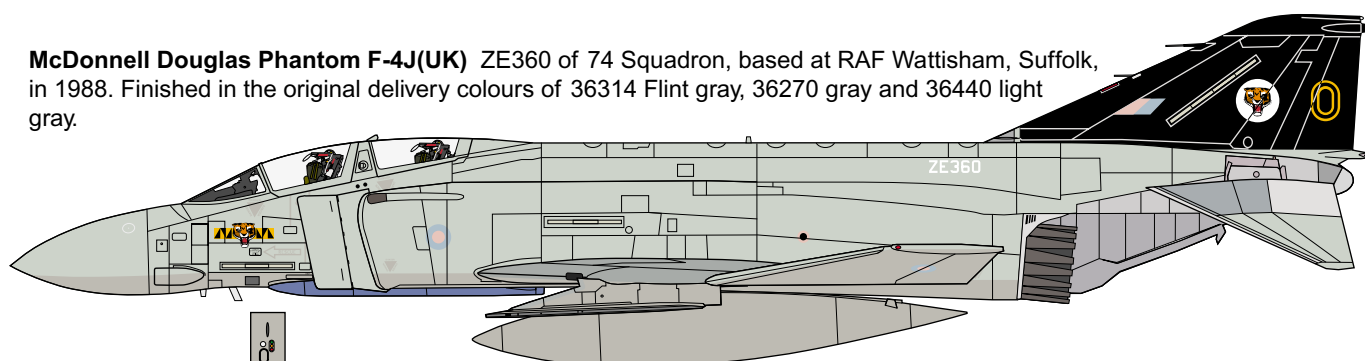
Modellers
Portfolio

1/72 scale

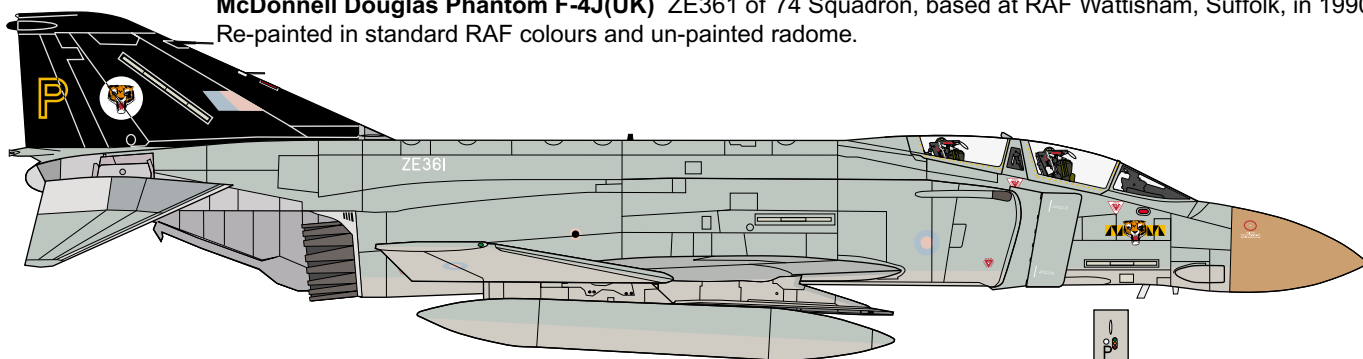
McDonnell Douglas Phantom FGR.2.



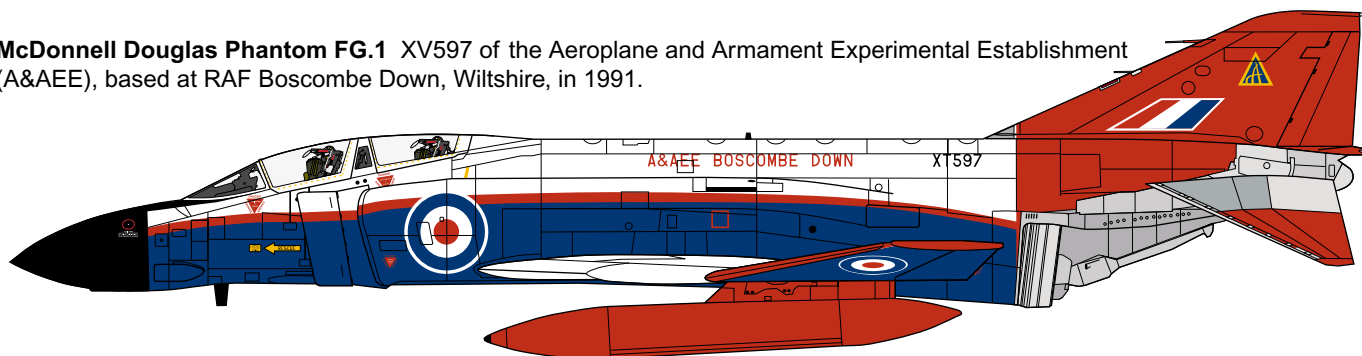
McDonnell Douglas Phantom F-4J(UK) ZE360 of 74 Squadron, based at RAF Wattisham, Suffolk, in 1988. Finished in the original delivery colours of 36314 Flint gray, 36270 gray and 36440 light gray.



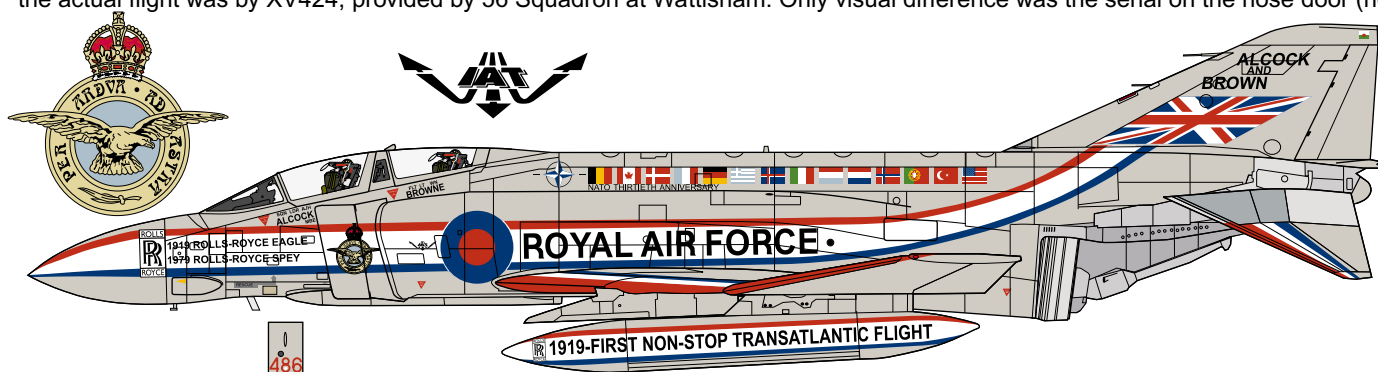
McDonnell Douglas Phantom F-4J(UK) ZE361 of 74 Squadron, based at RAF Wattisham, Suffolk, in 1990. Re-painted in standard RAF colours and un-painted radome.



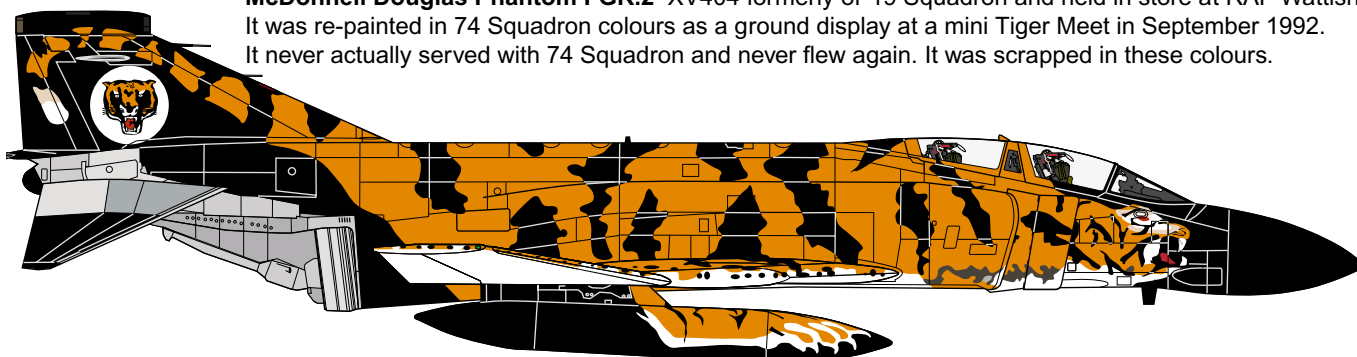
McDonnell Douglas Phantom FG.1 XV597 of the Aeroplane and Armament Experimental Establishment (A&AEE), based at RAF Boscombe Down, Wiltshire, in 1991.



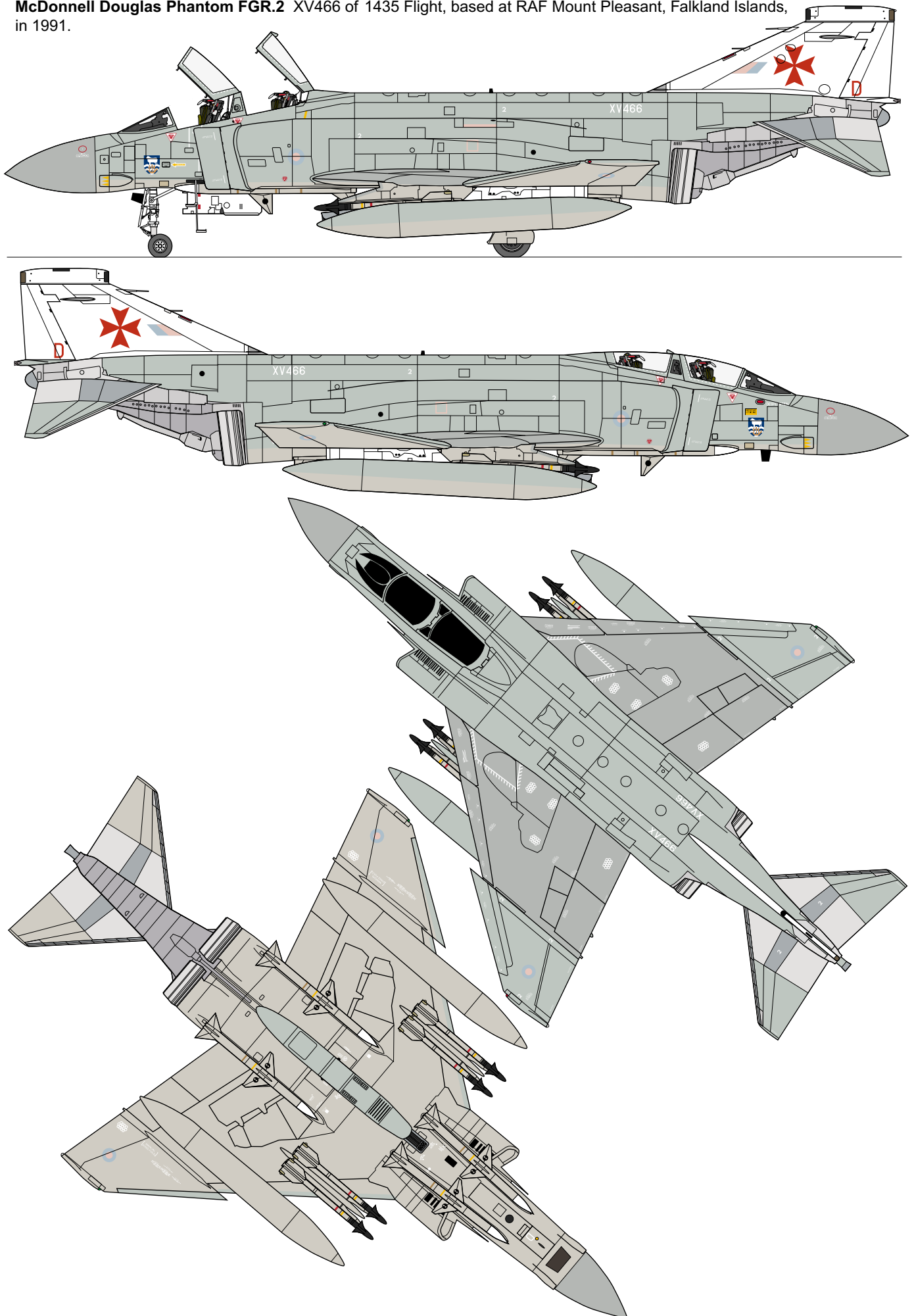
McDonnell Douglas Phantom FGR.2 XV486 of 228 Operational Conversion Unit, based at RAF Coningsby, Lincolnshire, in 1979. Decorated for the 60th anniversary of the first transatlantic flight by Alcock and Brown in 1919. This was the reserve aircraft, the actual flight was by XV424, provided by 56 Squadron at Wattisham. Only visual difference was the serial on the nose door (not on 424).



McDonnell Douglas Phantom FGR.2 XV404 formerly of 19 Squadron and held in store at RAF Wattisham. It was re-painted in 74 Squadron colours as a ground display at a mini Tiger Meet in September 1992. It never actually served with 74 Squadron and never flew again. It was scrapped in these colours.



McDonnell Douglas Phantom FGR.2 XV466 of 1435 Flight, based at RAF Mount Pleasant, Falkland Islands, in 1991.



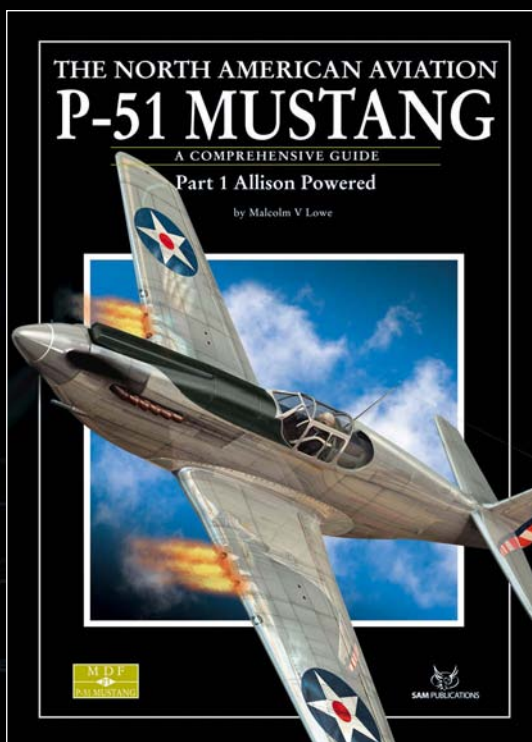
THE NORTH AMERICAN AVIATION P-51 MUSTANG

A COMPREHENSIVE GUIDE

Part 1 Allison Powered

By Malcolm V Lowe

The North American P-51 Mustang is one of the most well-known fighters of World War II. Possessing excellent range and maneuverability, the P-51 operated primarily as a long-range escort fighter and later as a ground attack fighter-bomber and went on to serve in nearly every combat zone during WWII, and later fought in the Korean War. The Mustang was originally designed to use the Allison V-170 engine, which had limited high-altitude performance and was first flown operationally as the Mustang Mk I by the RAF in the role of a tactical-reconnaissance aircraft and fighter-bomber. The later addition of the Rolls-Royce Merlin to the P-51B/C model transformed the Mustang's performance at altitudes above 15,000 ft, giving it an ability that matched or bettered the majority of the Luftwaffe's fighters at altitude. The definitive version, the P-51D was powered by the Packard V-1650-7 a license-built version of the Merlin 60



Series, with a two-stage, two-speed supercharged engine and was armed with six .50 calibre M2 Browning machine guns.

In the first of two volumes on the P-51, acknowledged author Malcolm V Lowe looks at the genesis of the P-51 and the Allison engined versions, detailing the NA.73X Prototype, the A-36 Apache/A-36 Invader, and the early P-51's in US and RAF Service. This is all backed up with Colour Artwork by Andy Evans, fold-out Scale Plans, Understanding the Subject, Technical Diagrams and Specifications, Airframe Walk Arounds, Modelling the Mustang in Popular Scales and a comprehensive Kitography, listing all available kits, decals and accessories.



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SAM PUBLICATIONS

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IPMS (UK)

Presented by Chris Ayre

Time Warp

Somewhat frustratingly, the deadline for this month's Model Aircraft falls immediately before the Scale ModelWorld (SMW) weekend. I'll admit that this came as something of a surprise to me and has meant that I've had to drop everything, scratch my head a bit and start writing! Apologies in advance if this column makes even less sense than usual... The frustration I mention is on two counts, the first being that I'd expected that my December contribution would feature at least a brief synopsis of SMW 2013 - if only to reaffirm that it is indeed the World's Greatest Model Show and that The International Centre in Telford was packed to the gunwales with all things modelling, and more besides. In fact, I'm sure that those statements are true but it would never do to say so before the event even takes place - that would be tempting fate. It would also feel a bit dishonest - to be honest - so we'll have to make do with the annual anomaly that is copy deadline v. real time!

The other reason for feeling a touch vexed is the very fact that we ARE in the run-up to Scale ModelWorld and, like so many other IPMS Members right now, I'M VERY BUSY! Still, the interruption has given me something to write about... As the SMW weekend approaches, the IPMS (UK) Executive Committee are, I'm sure, working flat out to ensure that the event runs as smoothly as humanly possible. Each EC Member has a specific post but I know that there are many other roles that each is tasked with when it comes to Telford. For example, the Society's Technical Advisory Service (TAS) Officer becomes the Kit Swap Manager, organising a team of volunteers (them again!) who spend all weekend helping to convert a collective IPMS Membership 'stash' into spending money. And we're talking of somewhere in the region of 3,000 kits and other modelling-related products being shifted over the two days... Impressive stuff, but it's not just the official Society Officers that make SMW the show that it is. As I write, there are hundreds of modellers - mere mortals - preparing to play their part in proceedings. I could go on in more detail about the organisational leviathan that supports SMW but let's get back to me...

When I had to drop everything to begin writing this, I naturally started to consider just what it is that I, and many other Society Members, need to do in preparation for the show. Speaking for myself, I belong to one of the many IPMS Branches putting on a display at Telford and so, with others, I have been planning the design and layout, getting materials

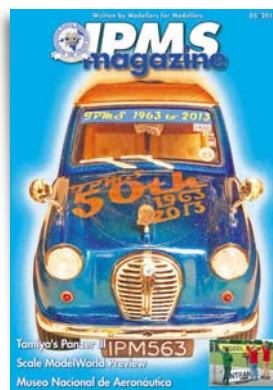
together, chivvying other Members along (we need models...), working out who will man the stand (how many can we FIT behind the stand?). Oh, and sorting out my own models for the display! It just so happens that I also do some photography at the show on behalf of IPMS, so I also need to ensure that I know what I'm going to be responsible for, that all my equipment is serviceable and that I can get lighting, etc., into the right place at the right time.



Look what I found at Coventry. I expect to see a representation of this on an Airfix Sea Vixen sometime soon.
© Chris Ayre

Then there are the more personal aspects of the weekend to consider - how much time can I spare to man the Branch display, what do I want/need to buy, which displays do I really want to see (all of them...), how much money can I take with me? I'm staying in Telford for the weekend so must ensure that I have my packing sorted out - forgetting my toothbrush may not seem such a dreadful problem but I do like garlic in my food! Having said that, forgetting my club shirt might be considered a much worse crime. Phew! I'm exhausted already (and will hopefully be recovered by the time you read this - that time paradox again) but I can almost certainly guarantee that it will have been worth it.

All of the above is, necessarily, my own take on what goes into preparing for Scale ModelWorld but many other Members will no doubt have similar busy schedules. There are also those who are desperately finishing off their modelling masterpieces, in the hope of lifting the coveted 'Best of Show' trophy and we mustn't forget all the traders, each loading up with goodies in order to feed the requirements of thousands of rarely-exposed wallets... I don't know about you but I'll be opening my piggy bank shortly!



The latest issue of IPMS (UK) Magazine. 6/2013, covering all aspects of SMW 2013, will be out before the end of the year

If you are a casual visitor to Scale ModelWorld - by which I suppose I mean someone interested in the hobby, rather than a Member of IPMS - you may not appreciate the amount of preparation that goes into such an amazing spectacle. One of the reasons that I was prompted to write about this now, though,

knowing that it would be read post-SMW, is that there are model shows up and down the country - indeed, around the world - on most weekends of the year. Some are large-scale affairs, others may be held in local leisure centres - or even cow sheds - and every one of them is the result of a great deal of effort. The organisers, the exhibitors - even the traders(!) - have put the work in so that visitors like you and I can have an enjoyable experience. Plastic modelling is sometimes described as a solitary hobby, with modellers sitting in their dens snipping, glueing, filing and painting all alone. It's true, that bit does tend to be done single-handedly and, for some of us, that may be what's so enjoyable about modelling - it's an escape from a busy lifestyle. But, as described here, there can be so much more to it than that. Being part of IPMS can provide opportunities for making friends, displaying the result of a long project, being part of a team, sharing a passion for something and even, as I mentioned last month, volunteering to assist in putting on one of the great model shows we love to visit. Talking of which...

Showtime

Right then, I really do need to get back to my Scale ModelWorld preparations but, before I do, I just have time to let you know about some upcoming events. December is traditionally a quiet time for shows but there are a few, including a couple that are more commercially focussed. First up is the December Model Fair at Midland Air Museum, Coventry Airport. This annual affair is a well-established show with model club and trader stands scattered amongst the Museum exhibits plus a café for those moments of rest. Normal Museum admission prices apply, the opening hours are 10.00am to 4.00pm and the date is Sunday, 1st December. The following Sunday (8th) has two events, each of which may provide you with the last chance to stock up on essentials before Christmas is upon us. Hamex 5 is a Swap Meet and Model Show, held at Hanslope Village Hall in Buckinghamshire (MK19 7NZ) and is a much smaller, more intimate event than the Plastic Modelling Show being organised by Guideline Publications at the Islington Business Design Centre (N1 0QH) on the same day. Adult admission price for the former is £2.00 (16 and under go free) and £6.00 (under 16s free) for the latter. You pays your money and you takes your choice....

As this is the December issue, I'd like to wish you all the best for Christmas and New Year - but it's far too early for all that! I do hope that Santa brings you whatever you desire, though... **MA**

Until next time, enjoy your modelling

Chris

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A major benefit of holding a proper model show in a proper aviation museum is all that lovely reference material. Coventry's Iskra might just provide you with a spark of inspiration... © Chris Ayre



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Off the Scales!

Antonov's An-124 Ruslan

By Ken Duffey

Designed by the Kiev-based OKB named after aircraft designer Oleg Antonov, the An-124 made its maiden flight from the factory airfield at Kiev-Svyatoshino on 24 December 1982. Powered by four Lotarev D-18T turboprops, each with a take-off thrust of 51,590 lb, the An-124, after completing its initial handling tests, landed at Kiev-Gostomel from where flight-testing continued. It was soon dubbed 'Ruslan' after a Russian knight folklore hero and acquired the ASCC Reporting name 'Condor'.

Following the successful completion of its State Acceptance Trials, the Ruslan went into production at Kiev, Ukraine and at a new factory at Ulyanovsk, Russia. It made its first appearance in the west at the 1985 Paris Air Show and over 40 An-124s are in service in Ukraine, Russia, the United Arab Emirates and Libya.

Capable of lifting a payload some 25% greater than a Lockheed C-5 Galaxy the type has set a total of 21 FAI-recognised world records, including lifting a cargo weighing 150 tons. Seen at numerous airports around the world, hauling heavyweight cargos, the Ruslan is set to grace the world's skies for years to come.

El Condor Pasa

The Ukrainian Modelsvit company appears to be an offshoot of AModel and their latest release is a



Modelsvit box art

An-124 Ruslan
Scale: 1/72
Kit No: 7201
Type: Fibreglass and Injection Moulded Plastic
Manufacturer: Modelsvit

massive model of the Ruslan in 1/72. Like AModel's 'Amonster' kits, the Modelsvit An-124 has the fuselage, wings, fin and tailplanes cast in fibreglass resin, with the remaining parts (cockpit, undercarriage and engines) provided in injection-moulded plastic. The fibreglass resin parts have a superb smooth glass-like external finish with good engraved detail.

The main fuselage is already joined together along the vertical centre line – so there is a bit of a seam to eliminate – something I found to be a bit of a problem to sand smooth without creating any visible 'flat spots'. The nose visor is a separate part



Fibreglass Resin parts

– hinting at a future release with internal detail and a ramp – although this kit does not have any provision to make an open front end, unless you want to scratchbuild it!

The injection-moulded parts are typical short-run components with lots of flash to be cleaned off. The sprues are sealed in poly-bags and there are multiples of each, for the four highly detailed engines, the cockpit, and the undercarriage with its complex struts and bays.

The instruction sheet runs to twelve pages of detailed construction diagrams and paint callouts keyed to Humbrol colours. A further eight pages give colour diagrams for the six options plus a detailed placement guide for the hundreds of airframe stencils provided on the decal sheet.

The decal sheets are comprehensive with a massive sheet for the Volga-Dnepr option and two slightly smaller sheets for the other five. Two further sheets provide all the airframe stencilling.

The six options provided are:-

- An-124 in Aeroflot markings coded RA-82021
- CCCP-82066 of Air Ukraine
- A Russian Air Force An-124 'Black 09'
- A Soviet-era Russian Air Force Ruslan coded CCCP-82020
- UR-82029 of the Antonov Design Bureau
- RA-82081 of Volga-Dnepr airlines

Two aluminium tubes are included – to support the wings and make them detachable for transport.

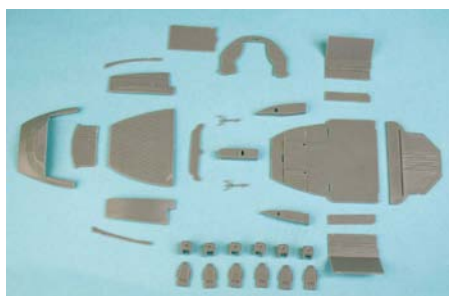


Photo of the real RA-82013 taken at Zhukovsky in August 2012

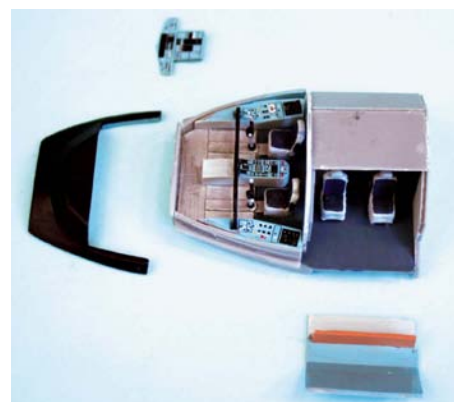




Comprehensive instructions



Injection moulded parts for the cockpit



Partially assembled cockpit



Cockpit section – note how the rear section is hidden



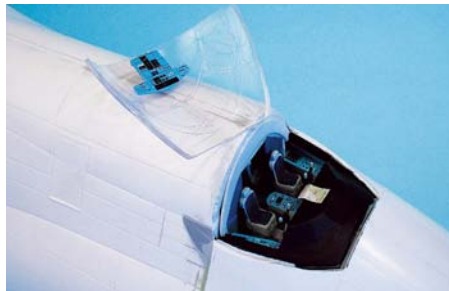
Front visor – note the spacer bar and support shelf for the cockpit



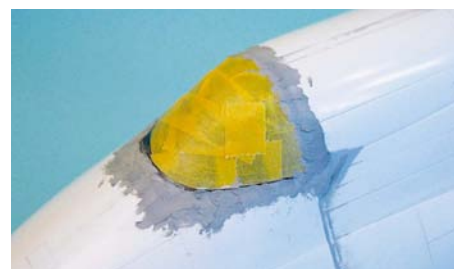
Visor in place – with lots of filler



Filler is also needed on the bottom surface



Clear canopy ready to be fitted in place....



.... with masking and filler applied.

Building the Monster

Fuselage

The kit instructions show the build starting with the cockpit, followed by the engines, then the complex undercarriage, and all the major parts coming magically together in step 28, finishing off in steps 29 and 30, but the reality is somewhat different as the nose visor has to be fitted and blended in before any detailed work can commence. At least that's how I tackled it.

Although Modelsvit supply two aluminium tubes to support the detachable wings, they are just fitted into holes in the fibreglass parts, which would get weaker over time. I strengthened the support on my model by fitting a larger diameter tube inside, across the fuselage, allowing my own, longer tube to slide through in a more positive fashion.

The highly detailed cockpit is first built up from dozens of injection-moulded parts – floor, bulkheads, consoles, seats, side panels etc. Decals are provided for the instrument panel and side consoles and the rear cockpit containing the flight engineer's and navigator's stations are provided with seats and workstations, but internal panels and a 'roof' then hide this area, so the detail cannot be seen anyway.

Step 28 of the instructions shows the assembled cockpit section being 'slotted' into place inside the open fibreglass resin fuselage, but there are no supports or ledges on which to fit it so these have to be fabricated.

The edges of the fibreglass resin on both the fuselage opening and nose visor have first to be cleaned up and the upper cockpit section and nose wheel openings cut out. A small powered sander was used for this, along with a circular cutting disc, creating lots of resin dust, so appropriate safety and health precautions need to be taken.

Offering up the cleaned-up nose visor to the front fuselage showed that the cross-sections are slightly different so a length of plastic rod was fitted to force out the lower side walls to match the fuselage contours better.

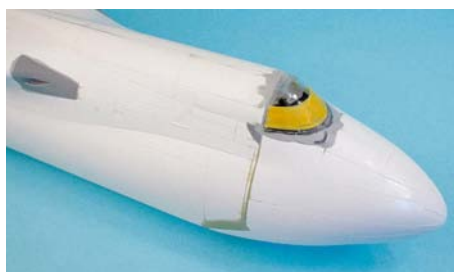
Small tabs of plastic card were added around the



Comparison view with a Revell A-400M – courtesy of Alan Firbank

periphery of the nose visor to provide a more substantial mating surface, the openings for the nose wheel bays were cut out and the plastic support for the nose wheels added. To support the assembled cockpit section, a plastic card 'ledge' was fitted and, after a few dry runs and adjustments, the cockpit section was glued in place. The whole nose visor was





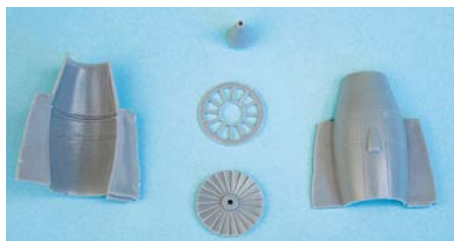
Canopy blended in to surrounding fuselage and windows masked



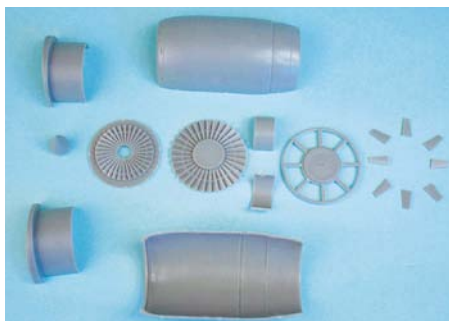
Underside sanded smooth



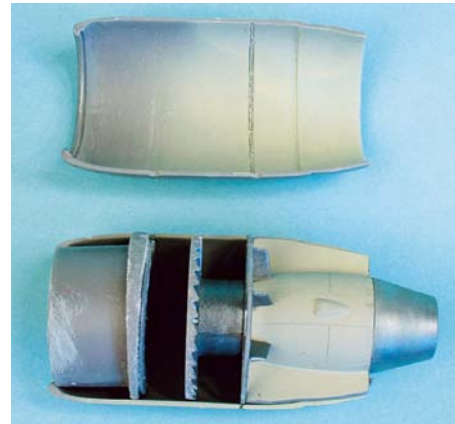
Tailplanes and fin need some filler on the joints



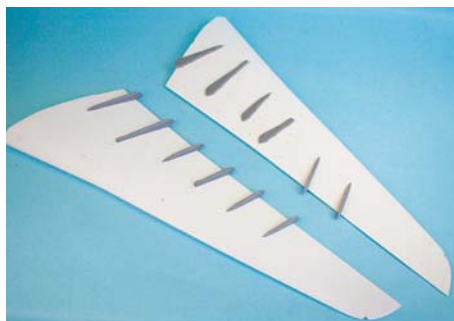
Parts for the 'hot' section of the engine



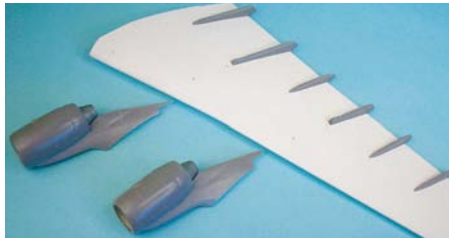
Cowling and cold fan parts



Engine interior painted and assembled



Flap track guides fitted to the wings



Engines ready to be fitted



Model with paint applied

then attached to the front fuselage using slow-curing epoxy resin.

There was still a slight mismatch between the visor and fuselage, so the 'step' was blended in using copious amounts of Milliput filler.

I'm not sure why the nose visor is a separate part. I understand the kit is to be re-issued with internal detail and a ramp, but in this release, a lot of the work is needed to fit the visor and cockpit section and there is a distinct lack of help from the instructions.

The clear canopy was attached and blended into the fuselage contours with filler to make a seamless joint. Also added are two injection moulded intakes fitted into the wing/fuselage fairing – again, blended in with filler.

One of the problems with this model is its sheer size. Holding the fuselage whilst trying to sand it down was like trying to hold a cello and do some delicate work on the strings.

Once satisfied that the nose and canopy were smoothly blended into the fuselage, the one-piece fin and horizontal tailplanes were added – again using epoxy for a slow-setting, strong joint. Filler was needed to hide the joints between these parts, after which they were sanded smooth.

Engines

The four engines are small models in their own right – each being made up from twenty-three injection-moulded parts that all have to be cleaned up to remove the sprue gates and flash. A fair amount of trimming on the fan discs was needed to get the outer cowling parts to fit and all the internal parts have to be painted before assembly. The engine pylons are in two vertically split halves and there are slight differences between the inner and outer pairs. The

injection moulded flap track guides are each in two halves – all twelve of them – and they are fitted to the underside of fibreglass resin wing. A swipe of filler was needed on each one to eliminate any gaps.

Clear plastic covers are provided for the wingtip navigation lights but on my kit one of the covers did not match the wing shape, so it had to be modified to fit smoothly.

I did not fit the engines and pylons to the wings at this stage, preferring to wait until everything was assembled to make sure the pylons were vertical.

Painting

All six marking options have basically the same colour scheme - white fuselage upper section with light grey lower fuselage and wings. I decided to paint the model prior to adding the undercarriage to the fuselage or fitting the engines to the wings – thereby easing the problem of handling the huge model when applying the decals, particularly the blue cheatlines running the length of the fuselage.

With the cockpit windows masked, a few coats of white primer were applied to the fuselage and tail



Decals applied

from a rattle can of acrylic automotive paint. This provided a smooth covering, which highlighted a few areas that needed attention, particularly along the upper fuselage seam and the tailplane and cockpit joints.

Once these were made good and covered with another coat of primer, the whole fuselage was rubbed down with a fine sanding block before a final coat of gloss white was sprayed on, again from a rattle can.

Using the cheatline cut from the decal sheet as a



Note the mismatch in the blue fuselage cheat line



Home made decal for the underside of the visor



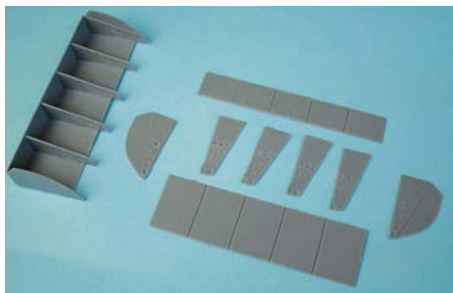
Completed engine nacelle



Hundreds of 'No Step' red crosses on the wing upper surface



Wing underside showing how the stencil decals are all readable!



Parts for the mainwheel bays



Parts for the undercarriage legs



Legs fitted in place – note that numbers 3 & 4 are different – probably for the An-225 kit



Parts for a single mainwheel



Total output from Wheel Zavod No 66 – check this caption against pic ???



Wheels assembled and ready to be fitted

guide, the dividing line between the upper and lower colours was masked with Tamiya tape and paper before the light grey lower fuselage was painted. For this I used another rattle can of acrylic spray – Ford Polar Grey – which I find is a good match for the Humbrol Pale Grey quoted on the instruction sheet.

The wings and engines were also sprayed grey, after masking off the intakes and exhausts on the latter. More automotive spray was used on the silver leading edges to the wings, fin and tailplanes, after which sections were masked and buffed to give the different sheens seen on the real thing.

The red tips on the wings and tailplanes were brush-painted on using the recommended Humbrol colour.

Decals

Although Modelsvit include a comprehensive set of decals – covering six variations – I wanted to make mine as RA-82013 of 224 Sqn Russian Air Force that I had photographed in the flypast during the 100th Anniversary celebrations at Zhukovsky in 2012. The blue cheat lines are provided in the kit – but the 224 Sqn logo on the fin and RA-82013 codes were kindly made for me by Begemot.

The blue cheat lines were applied first. They are in four sections and went on without any problems, except at the point where the line angles up on the rear fuselage, where there is a mismatch between the widths of the two parts. I was able to cut a thin wedge of blue decal from the rest of the decal sheet to make good the join.

There are hundreds of stencil decals to be applied – all of them readable. The upper surface of the wings has ninety 'No Step' red crosses, one on each flap/spoiler section, in addition to the dozens of servicing instructions on the underside.

The decals went on beautifully with no trace of

'silvering', but some of the smaller elements need to be separated whilst still on the backing sheet as they are so small that the varnish film covers them all.

The black decal for the anti-glare panel does not quite follow the lower window contours so black paint was used to correct the shape.

Although Begemot provided the main 224 Sqn decals, I had missed the fact that there is a smaller version of the blue disc - plus some text – under the nose. It is used as an advertisement when the nose visor is raised. I found a good image of it on the Internet and re-sized a scan of the Begemot disc to make my own decal, printed onto clear decal film on

my inkjet printer.

Once all the appropriate decals had been applied, the cockpit windows were masked off and a final spray coat of satin varnish was applied to seal everything in.

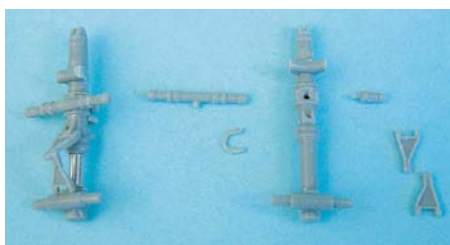
Undercarriage

The main bays are assembled from an injection-moulded plastic 'roof' with a back wall; two end bulkheads and four internal bulkheads to make up five separate bays. The four webs have to be fitted the right way round to accommodate the leg pivots – as I found to my cost when I fitted a couple of them the wrong way round!

The twenty-wheel main undercarriage is accurately portrayed – but it is delicate and too weak to support the assembled model. Each of the ten legs (five per side) is cantilevered out from the wheel bay and the axles are trailing levered suspension types –



Photo of the real thing



Nosewheel shortened with aluminium tube



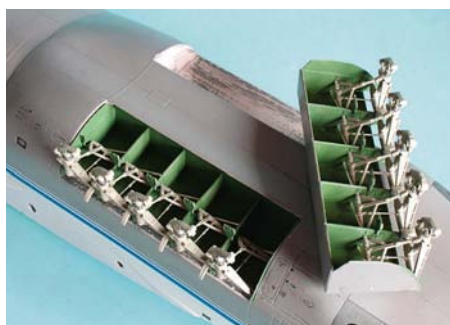
Fully assembled nosewheel



Sub-assemblies



All the wheels lined up



Mainwheel bays being fitted into the recesses in the fuselage



Photo showing the clear acrylic 'cradle'



Inner doors being fitted



Underside view without the cradle – note the holes in the wheels where they have been 'flattened'

so there are lots of angles and joints without any positive support. Each leg is assembled from seven parts, without any positive locations, and they are then attached to the webs by simply slotting into place into holes in the bulkheads – all very weak and totally unsatisfactory – with too many variables in the assembly to get each one square and true.

There are two types of levered arms on the sprues, with the beefier type obviously intended for a forthcoming An-225 model. I did not notice and used two of the wrong type, thankfully hidden by the wheels on the finished model.

I also had to shorten the vertical oleo section on each leg – otherwise the connecting struts would not fit.

The fully assembled model weighs a whopping 3.11 lb (1.7 kg) and there is no way that the kit undercarriage will support it, so some sort of support is essential. The axles on the levered arms were drilled out, allowing thin brass rod replacements to be used, making each wheel pair able to 'float', permitting any adjustments necessary to get all twenty wheels to touch the ground at once.

The wheels themselves were each made up from two halves with separate hubs and brake discs and, after assembly and cleaning up, 'flats' were sliced off each wheel to give at least an impression of weight on the wheels. The walls are so thin that some of the wheels have holes in them – but this is hidden on the assembled model – maybe some enterprising aftermarket firm will provide a set of weighted, bulged, resin replacements.

Brackets for the wheel bay doors are fitted next but whoever drew the instructions has clearly not made the model as the brackets are numbered incorrectly and much head scratching ensued before the correct parts were used.

Final Assembly

All the major components were now finished, painted and decaled – fuselage, wings, four engines, twin nosewheel assemblies, two main gear bays and undercarriage plus the inner and outer doors and all twenty mainwheels.

The model was placed on its back and the wings were attached, using the aluminium and brass rods, so that the wings adopted the correct droop – albeit inverted.

The four engines were cemented in place – ensuring that the pylons were vertical relative to the fuselage and then each completed wheel bay – minus the wheels – was fitted into the recesses in the fibreglass resin fuselage.

The large inner doors were then fitted in the closed position. The fit is not great, but is thankfully hidden out of sight.

The twin nosewheels were assembled, each one from six parts plus two four-part wheels, and fitted in place into holes already drilled in the lower part of the visor. A support cradle was made from thick, clear acrylic sheet – with two cross members joined by two longitudinal pieces. It was placed in position between the undercarriage legs and pinned in place with four thin brass rods, allowing it to be removed if necessary.

With the fuselage resting on its cradle and nosewheels, the twenty mainwheels were now fitted in place. Lots of adjusting and fettling was needed before I was satisfied that all the wheels touched the ground and the fuselage was level and true. The clear acrylic cradle takes the whole weight of the aircraft – the wheels are just there to hide it and have no role in supporting the model.

The angled two-part mainwheel doors were cemented together but the overly delicate plastic support brackets were replaced with thin brass rod, allowing the doors to be fitted in place onto the angled mounting brackets inside the wheel bays. The main undercarriage is the worst part of this kit – it is accurate and detailed, but extremely fragile and not up to supporting the model. The instructions for assembling it are rather vague in places and in one case the parts are mislabelled, which doesn't help matters.

Finishing

This particular machine was in pristine condition for the anniversary flypast, so weathering was kept to a minimum – just a hint of exhaust staining from a couple of vents. Finishing off consisted of adding the various aerials and air data probes, windscreen wipers and the domed communications aerial on top of the fuselage.

It was at this point that I noticed that the logo on the blue cheatline should read 'An-124-100' – but the decal only said 'An-124' – so the 100 suffix was cut



Outer doors fitted – and all twenty wheels touching the ground!

from the Volga-Dnepr decal and applied – but the white suffix number isn't as dense due to the blue background.

Conclusion

This is a huge and imposing model from Modelsvit with fibreglass resin parts that are superbly finished. The dozens of injection-moulded sprues are typical short-run, with large sprue gates and parts that have to be cleaned up – but they are delicate and accurate.

The instruction sheet is superb (apart from the misnumbered door brackets) – as are the comprehensive decals – and the whole package is very well presented. The one area of concern is the main undercarriage – where strength has been sacrificed for accuracy – in itself not a criticism – but it did cause problems.

As supplied, the undercarriage will not support the model – so I hope that my solution will at least provide some sort of work round.

I can't wait for the six-engined An-225! **MA**



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Red Dog's Replicas

A new approach to Modelling

By Colin Pickett

In our media-hyped times many words are over-used in a manner that reduces the impact of their meaning. Words such as legend, iconic and classic have been used to describe anything from beefburgers to toothpaste. Although to aviation fans there can be surely few aircraft to which these monikers can truly be applied, one such must be the North American P-51D Mustang.

Arriving in the latter half of the Second World War, the Mustang went on to become one of the most successful propeller-driven fighter aircraft of all time, as well as one of the most kitted, a fact that brings testament to the almost guaranteed commercial success of a model of the type and so it is into this arena that the Zoukei-Mura kit arrives.

It's inevitable that comparisons will be made

between this and the similarly scaled Tamiya kit, however, in my opinion, the scale is all that's comparable as the ZM kit concept is poles apart from Tamiya's. Tamiya's concept is to build a finished replica of the aircraft, whilst ZM's is actually to replicate the building. To make sense of this statement, the ZM kit is constructed along similar lines to the prototype (as is common with all of the kits in their range) and as such the build follows the actual production line sequence, with various elements being built and then brought together near to the end, prior to final finishing and assembling. Whilst this does sound complex in the extreme it does have two functions. Firstly it builds a precise and detailed model and secondly provides a greater understanding of the type. As such I feel there is certainly a place for both kits in the marketplace as



North American P-51D Mustang

Scale: 1/32

Kit No: SWS 04

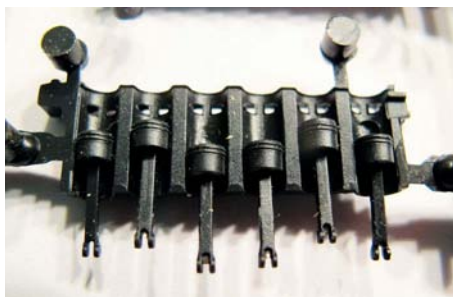
Type: Injection Moulded Plastic

Manufacturer: Zoukei-Mura

they cater for different tastes.

The Zoukei-Mura North American P-51D Mustang is packed in a reasonably large box simply jammed full of parts, with silver, black and grey sprues in abundance, along with the three types of canopy used on the D-Model.

It's well worth sitting down for a couple of evenings to look at the sprues and instructions just to get to know your way around them. I also



The level of detail is amazing, as seen here by the tiny pistons in the engine



The three fuel tanks ready for installation

introduced a couple of reference books into the process to help fully understand which bits went where, and found the Mushroom Models book by Robert Peczkowski (ISBN 978 83894 506 09) particularly useful, though it's worth mentioning that it features a number restored aircraft, which may not be completely historically accurate. It's also worth bearing this in mind when searching for images on the Internet.

The kit's instruction book deserves mention as it's a reference in its own right, being made up of forty-six A4 sized colour pages featuring huge levels of detail, including pictures of the completed parts along with fine drawings and illustrations. This will become a document I'll revisit when making further Mustangs. It's also possible to buy the additional Zoukei-Mura Concept notebook (ISBN 978 49035 961 12), produced to go alongside the kit. This gives a guide to the background of the kit and the company, and also features some stunning builds of the model as well as further reference photographs and drawings. Certainly if you want a good insight into the whole ethos of the Zoukei-Mura modelling ideology then this book will be an ideal work-along guide.

There are a limited number of add-on bits for the ZM kit, with Zoukei-Mura themselves cornering the market, however I found that the parts I chose to change were available for the Tamiya kit and so with a little adaptation I could get them to fit. In fairness to Zoukei-Mura the concept they have is similar to that of Eduard and the Brassin range, where the kit



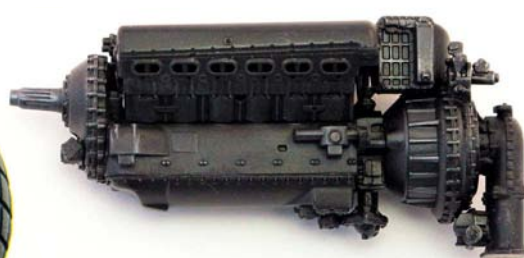
I decided to use Eduard's Brassin Wheels & Tyres for the additional sidewall detail



Cockpit sidewall and instrument panel with incumbent etch as well as scale maps in the map case from my spares box

itself will produce a very tidy model, but if you want that extra Pizazz you simply buy in the extra bits from the range of upgrades they produce.

The kit tyres looked a little artificial on the sprue to my tastes, though at least they aren't vinyl. They do lack any weighted effect, although ZM do produce a set of weighted tyres if you want to keep things 'in-house'. I decided to swap these out for a set of Brassin P-51D Wheels I found lurking in my



The Packard Merlin before installation, a model in itself



The kit seat with HGW harnesses, perfect for the scale

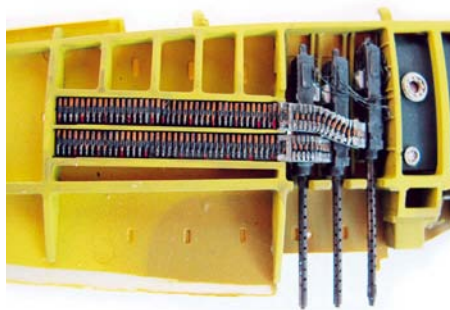


The additional etch parts are by Eduard as in the case of the instrument panel





I pre-covered many of the panels with Bare-Metal Foil before installation



The gun bays in construction, with additional cabling



Internal wing structure with fuel tanks and gun bays, most of which won't be seen again



stash (#632 015). Although for the Tamiya kit, these have more sidewall detail, but are in need of adaptation to fit on the correctly tapered spindle of the ZM kit's oleo legs. A simple case of swapping the hubs did the trick.

I decided that the gun barrels looked a bit under-detailed for the level of build I wanted so I purchased a set of Zoukei-Mura's own Metal Machine Gun Barrels. These are produced for them by Master and certainly look the part, and include new gas struts for the undercarriage doors too (#SWS04-M03). In truth unless you are going to expose the barrels by removing a wing panel they are hidden in the wing, so the kit parts are fine.

Construction

The kit instructions are set out in such a way that you can't help but treat each section as a separate model in its own right, and this way I found I researched and added detail to each element as I went along. As is my wont, or perhaps my downfall, I immediately deviated from the instructions and spent several hours assembling items such as the drop tanks, internal wing fuel tanks, oil tanks, oil cooler etc. I often do this with a kit from a manufacturer I've not used before, so I get a feel for the plastic and how it reacts to the various glues, so that when it gets to the major parts I have a good idea of how to get the best 'damage free' joints. It saves hours on filling and sanding later.

I also spent time painting, applying washes of

various tints and detail-painting various components, drilling out mounting holes and vent openings etc. Whilst it sometimes feels like I'm not making progress, when I get towards the end of a kit it all comes together quickly.

Returning to the instructions, things kick off with the engine, with a highly detailed replica Packard Merlin being the result. Whilst you can't see them on the completed model, the engine actually has tiny pistons moulded inside, adding to the interest level and you just know it's only a matter of time before someone decides to produce a cut-away style model from this kit revealing all (yes, I am sorely tempted). As it stands the kit has more than enough detail in this area from the box, however there is always room for the dedicated super detailer to go to town.

I added some bolt heads to the oil tank as well. The engine bearers are formed around the engine and fixed to the bulkhead, and section one is complete.

Next up comes the cockpit. I deviated from the kit in a couple of areas. Firstly I used a set of HGW harnesses on the kit seat. The kit allows for your personal taste in this respect as it comes with a seat with moulded-in harnesses, or one without. The HGW harnesses are a little fiddly to put together, requiring you to thread the straps through the photo-etched metal buckles and then glue them in place. The effort is well worth an evening faffing about, though, and I'll be using them again in future

projects of this size and scale. Another addition was the Zoukei-Mura etch set, which offers harnesses for the more traditional super detailer, as well as a huge number of additions for the cockpit area including a complete instrument panel with fuses, throttle levers and placards. Again not essential as the decal sheet provides an instrument panel but I thought it worthwhile for the extra detail in this scale. I also added a set of maps to the map case just because I enjoy those little touches.

The cockpit floor is an item for debate, some aircraft having a black finish, others being left bare wood. I had the HGW decals from the seatbelt so I went with the bare wood as it gives some depth to the cockpit area. I also added a coiled cable for the radio microphone connection, which I posed on the seat ready for use.

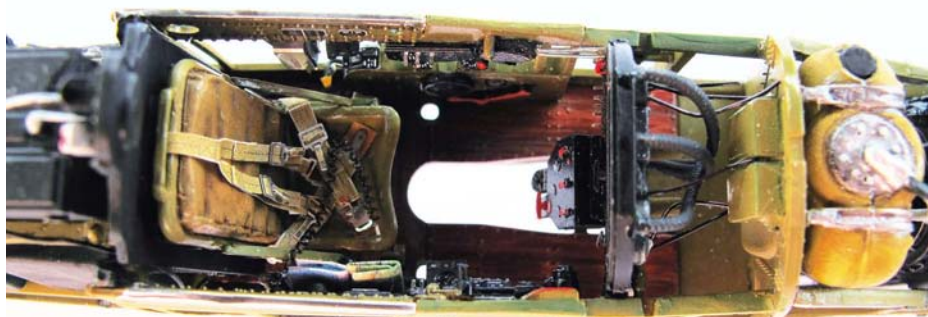
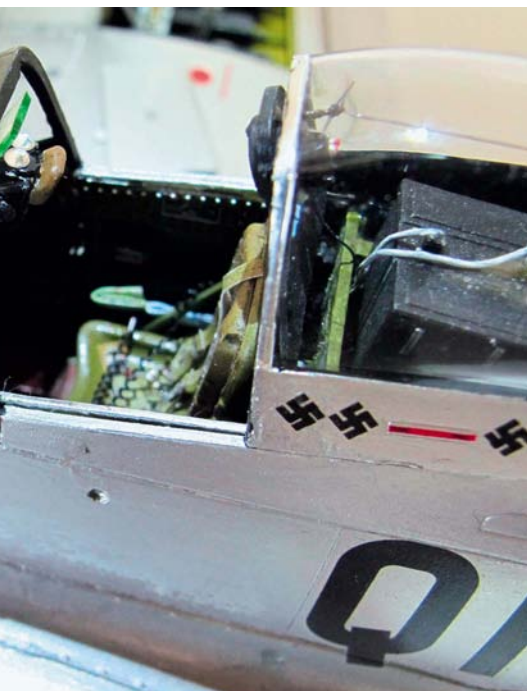
Whilst we are on the cockpit I feel the gunsight deserves a mention. The kit comes with two options, depending on the version you choose. For a change these actually look like a gunsight, complete with

The additional detail in the cockpit such as throttle cables and instrument cables helps to bring things to life

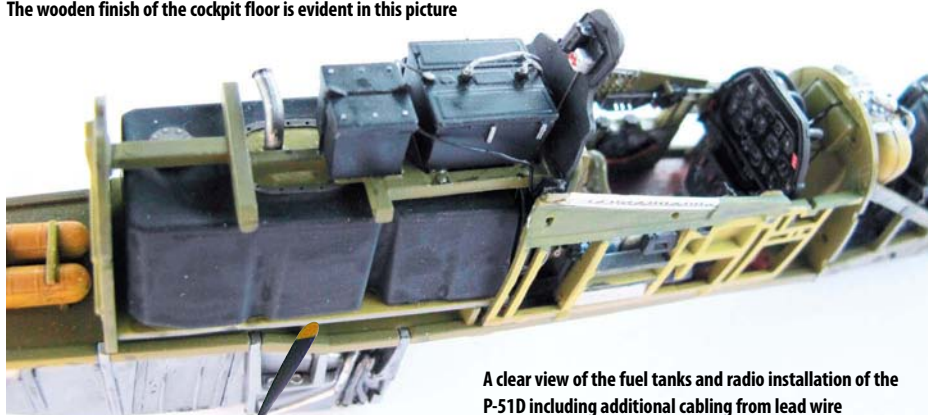


The internal structure of the fuselage, including radio bay, fuel tank and cockpit structure, ready to be clad in plastic panels





The wooden finish of the cockpit floor is evident in this picture



A clear view of the fuel tanks and radio installation of the P-51D including additional cabling from lead wire

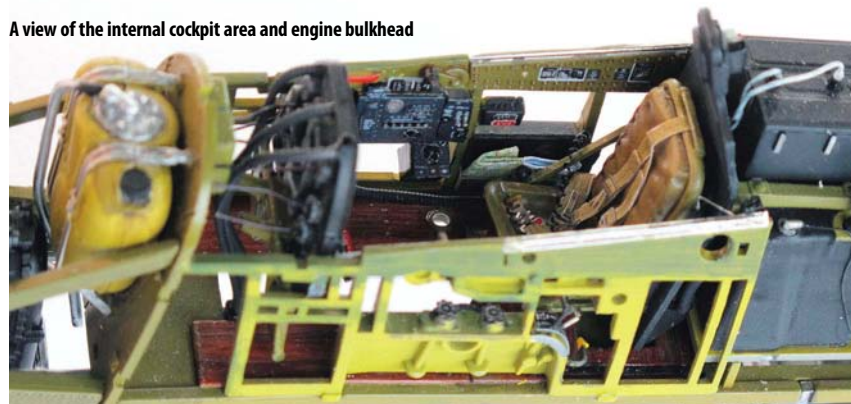
leather pad. I also added a pair of lenses to the top of the sight and painted the edges of the sight glass with transparent green paint to give it some depth.

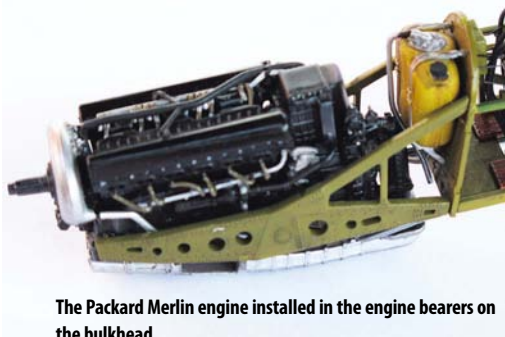
With the cockpit together the action moves onto the radio and battery installation, and again this highly visible area received some detail from the etch set as well as some lead wire to replicate the connections and cables.

Just to make things that little bit tougher I also wanted to use Bare-Metal Foil on the P-51D to give an appropriate finish to the model, and with this in mind I proceeded carefully to add foil before assembling the parts, using a sharp blade to cut out sections, and being careful to match and vary the 'grain' direction of the aluminium finish per panel – yes, this Mustang was foiled one panel at a time. The foil was polished into place using a cotton bud



A view of the internal cockpit area and engine bulkhead





The Packard Merlin engine installed in the engine bearers on the bulkhead

The oil cooler installation with associated pipework, underneath the fuselage



and a wooden cocktail stick employed to burnish it into fine detail such as rivets and panel lines. I also used a fibreglass polishing pen to add more wear in places. The edges were sealed with a coat of gloss enamel varnish.

Work then moves onto the radiators under the fuselage, before the engine assembly is mated to the cockpit section. This section is then clad in the exterior panels, which I'd pre covered in Bare-Metal. And there lies my error. The tolerances in the parts are so fine that the thickness of the foil in the joins affected the fit... so it was a case of carefully trimming the foil away from the join where I could and then stripping and fitting the panels I couldn't manage. In addition to the aluminium foil, I also dressed the exhaust panels in chrome foil to give more variation.

The tail assembly follows the same route, fitting onto the rear of the fuselage as per the real deal. I



The assembled and painted aircraft ready for markings and stencilling decals

also fitted the windscreen transparency at this stage using Gators Glue, having previously painted the inside of the frames black and fitted the supplied masking set.

The Kit had started to look like a Mustang. The wing is the next step, kicking off with painting the framework and spars, along with the fuel tanks before installing them, making up the wheel wells and the gun bay before adding in the plastic skin panels to replicate that laminar flow wing. I added some more detail to the gun bays such as control cables and additional panels to the Browning guns themselves, as well as the ZM gun barrel set. The control column fits on top of the wing before the wing fits under the fuselage, to locate in the middle of the cockpit, and the join between the wing and fuselage are covered with panels.

Painting

The kit comes supplied with decals for three well known aircraft, however there's no reason to be restricted as there are a huge number of decals for 1/32 Mustangs available in the aftermarket, and I had to resist temptation to produce an RAF or RAAF version, given the small amount of conversion work required and the availability of the necessary parts on the aftermarket.

The kits options are:

- 'Miss Marilyn' P-51D-5-NA Sr.44-13837, 343rd Fighter Squadron, 55th Fighter Group, flown by Captain Robert Welch

- 'Old Crow' P-51D-10-NA Sr. 44-14450, 363rd Fighter Squadron, 357th Fighter Group, flown by Captain 'Bud' Anderson
- 'Red Dog XII' P-51D-25-NA Sr. 44-73108, 334 Fighter Squadron, 4th Fighter Group, flown by Major Louis Norley

Choosing which option took a lot of deliberation, but in the end I settled for 'Red Dog XII', as I felt it gave the metallic finish the best setting.

With the bulk of the construction complete and the markings choice made I then finished off the foil covering and masked off for the Olive Drab anti-glare panel on the nose.

The red sections were masked off and painted next; I used Tamiya X-7 to provide a deep gloss red. Finally the fuselage was masked off and the wings given a dusting of Xtracrylix Silver paint by airbrush to replicate the painted finish given to the wings to smooth the airflow over the wing, but without wiping out the metal effect of the foil.

Decals came next, with no drama to report, these being in perfect register, gossamer thin and with a good depth of colour coupled with a minimal carrier film. Once a coat of Klear had sealed them in place I decided to proceed with weathering.

With the odd exception I like my aircraft to have a slightly tired and distressed finish, because when you get up close to most aircraft they are simply grubby. To





The bare airframe, ready to detail



Propeller hub details, just too good to hide under a spinner

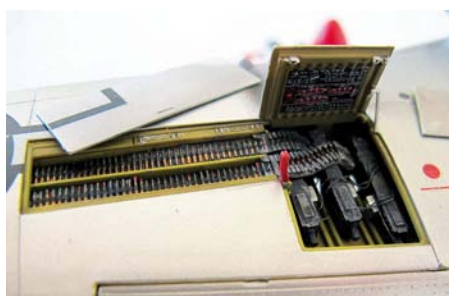
this end a wash was applied to the panel lines to bring them out, followed by a highlight with some thinned dark grey acrylic. The exhaust and gun port staining was created with a thinned coat of Tamiya Smoke and matt brown. Oil stains were added with a fine brush and Tamiya Smoke paint.

Finishing

The undercarriage and wheels simply click into place with the brake lines attached followed by the undercarriage doors, which again fit positively in place. I added a small Little Cars lens inside the landing light to replicate a light bulb. I also added a similar lens to the rudder to replicate the light there.

It was at this point I noticed that the make-up of the cowlings parts, which whilst okay for use when the engine cover is fitted, don't resemble them whilst disassembled and placed around the aircraft for maintenance. After a bit of consideration I decided that I needed them in my planned diorama and set to with the razor saw to make things right. Not a major issue but one to note if you plan a similar setting.

I decided to leave the front of the spinner off as I just couldn't bring myself to hide all that wonderful hub detail



The port side gun bay, based on WWII references



The completed Packard Merlin installed in the airframe

and I wanted to enhance the maintenance look.

I added a small wire loop to the tail to aid attaching the aerial wire, and another to the rear of the headrest. A hole was drilled through the canopy with a pin drill to allow the wire to pass through, the actual wire being made up of a length of fine fishing line coloured with a black marker pen.

With most finishing stages of a model I find that the completed article emerges over a number of hours of work, which I normally split over a couple of sessions to give my failing memory a chance to remember all the tweaks I wanted to add.

Conclusion

I did find that a number of the parts had a small amount of flash on them as well some moulding lines and ejection pin marks, but these were easily cleaned up and were just a minor irritation rather

than anything like the issues of yore. Whilst the kit did lack the pure engineered precision of the newer Hasegawa or Tamiya kits. I actually felt this was a good thing as I often find that the modern model kit is an assembling exercise rather than a building and learning curve.

As far as value for money goes I think that the ZM Mustang scores really well, whilst the actual 'box cost' may put some off, you don't need to add anything else unless you are super-obsessive, the high parts count making for an extended modelling experience.

The Mustang will eventually end up in a diorama setting, I'm looking for some maintenance crew figures to go with it right now, to add some scale and further interest. ZM produce a whole host of items to enhance the setting of the finished model, so I can see them gaining a few more 'Beer Tokens' from my limited collection....

Before I finish, I think it's only fair to explain how modelling fits into my aviation obsessed life. Since I was a small boy I've built models as an aid to my understanding of the real thing, how the shapes go together, how the aerodynamics work, to get a feel for the real aeroplane, and as such have always wanted to build a small scale aircraft in the same manner as the real deal. I feel that finally a manufacturer has understood this like never before, and whilst I applaud the high level of detail it's possible to get in a completed kit, ZM's Mustang model is about the journey as well as the arrival. Saints preserve my bank balance, I think I may be addicted! **MA**





Overview of the tailplane. Note the wingfold brace with the yellow-painted interior surfaces



Detail of the lower rudder hinge line – typically cluttered and no doubt a challenge to the superdetailer!

Firefly Forward

Fairey Firefly walkaround – Yeovilton's TT.4

By Gary Hatcher

It was with some excitement that I mounted the wing of Yeovilton's machine – having built models of the Firefly IV and V in both 1/72 and 1/48, relying entirely on the kit instructions for detailing the interior, I was keen to get a better idea of what the interior of the real machine actually looked like.

Yeovilton's machine is, in reality, a TT.4, but the general layout is not dissimilar to the Mk IV and Mk V – certainly for the purposes of modelling it in the smaller scales – but no restoration of the interior has as yet been undertaken.

Of course the exterior is immaculate, and a credit to the museum's staff, and the interior is not on regular display. I was being afforded a privileged closer look, and once again I am pleased to offer my thanks to Yeovilton for the courtesy extended.

The FAA museum is a remarkable

establishment, with many unique airframes and is a must for any fan of naval aircraft. As for the Firefly, Special Hobby's kits in both 1/72 and 1/48 are exquisite, and while this walkaround is provided with the specific aim of assisting a build, they make up very nicely from the box, and include enough interior detail to please most.

Special thanks to Dave Morris at the FAA Museum for his assistance on the day, www.fleetairarm.com **MA**



Close-up of the tailwheel



The wingfold brace meets the wing and locks into a covered compartment. The outer section of the brace is grey, likewise the interior of the hatch on the wing



The somewhat derelict front cockpit manages to convey the clutter – and more importantly the colour – of the real thing



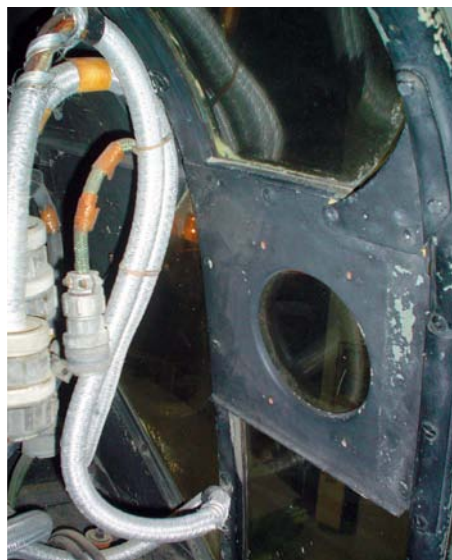
Catapult hooks on the underside of the wing centre section



Pilot's seat in faded red-brown Bakelite. Note worn leather back rest



Area behind the pilot's seat – note traces of Interior Green showing through the black



Starboard front of rear crew position, showing the interior of the canopy



All that remains on the decking at the back of the rear cockpit



Rear position looking aft. Note evidence of its former use as a target tug



Rear crew seat surrounded by clutter and murk – not difficult to depict through a closed canopy in a smaller scale



Starboard outer wing portion showing detail of the fold



Starboard inner wing stub and main gear



Starboard main gear showing arrangement of gear bay covers



The mainwheel well is an untidy mess, but this is nicely depicted on the resin parts provided with Special Hobby's kits



Starboard wing root showing detail of radiator



Close-up of the main gear leg and actuators

Port stub wing root



Antenna under port tailplane – the starboard one is painted black, as was this at some point



Overview of the rear crew position, showing you roughly what should be visible through the canopy. Note the yellow interior framing marking the section of canopy that can be removed for emergency exit



Port wing root and walkway



The complexity of the central fuselage area uncovered by the folded wing may give some modellers pause for thought!



The tailwheel and well offer another challenge to any perfectionist wishing to model the prototype down to the last detail. Good luck...



Detail of the arrestor hook recess



Lower fuselage looking aft. The central feature is part of the original target tug equipment, and would not be present on a regular Mk IV/V/VI

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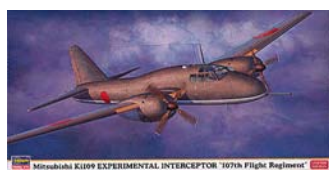
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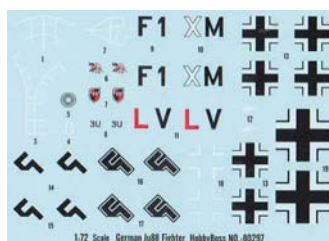
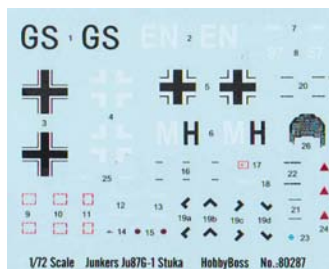
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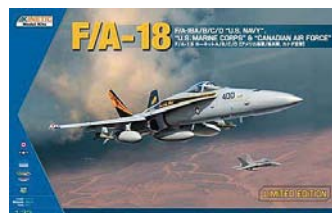


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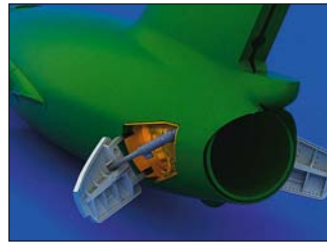
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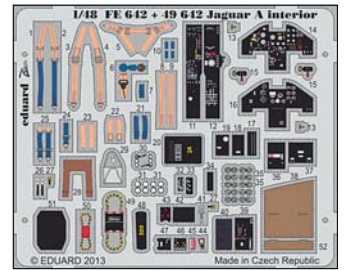
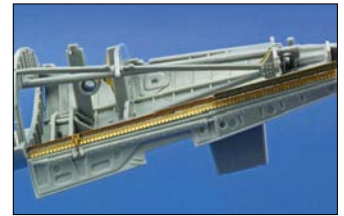
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Eduard Brassin #672026 1/72 Ilyushin Il-2 Sturmovik wheels for Tamiya kits



Eduard #32343 1/32 Vought F4U-1 Corsair Bird Cage Birdcage engine for Tamiya kits

Eduard #32344 1/32 F4U-1 Corsair Bird Cage Birdcage exterior for Tamiya kits

Eduard #32351 1/32 Messerschmitt Bf 109G-6 tools and boxes for Revell kits

Eduard #32760 1/32 Northrop P-61B Black Widow placards for HobbyBoss kits

Eduard #32781 1/32 F4U-1 Corsair Bird Cage Birdcage interior for Tamiya kits

Eduard #32784 1/32 F4U-1 Corsair Bird Cage seatbelts for Tamiya kits

Eduard #32785 1/32 Supermarine Spitfire placards

Eduard #32786 1/32 Curtiss P-40B Tomahawk placards for Trumpeter kits

Eduard #32787 1/32 B-25J Mitchell gun nose interior for Hong Kong Models kits

Eduard #32788 1/32 Messerschmitt Bf 109G-6 for Revell kits

Eduard #32790 1/32 B-17G Flying Fortress placards for Hong Kong Models kits

Eduard #32791 1/32 F4U-1 Corsair Bird Cage fabric seatbelts for Tamiya kits

Eduard #32792 1/32 Messerschmitt Bf 109G-6 fabric seatbelts for Revell kits

Eduard #32794 1/32 Messerschmitt Bf 109G-6 seatbelts for Revell kits

Eduard #32795 1/32 Vought F4U-1 Corsair Bird Cage placards for Tamiya kits

Eduard #32796 1/32 B-17G fabric seatbelts for Hong Kong Models kits

Eduard #32797 1/32 Remove Before Flight tags

Eduard #32798 1/32 B-25J Mitchell fabric seatbelts for Hong Kong Models kits

Eduard #33119 1/32 B-25J Mitchell gun nose interior for Hong Kong Models kits

Eduard #33126 1/32 F4U-1 Corsair Bird Cage Birdcage interior for Tamiya kits

Eduard #33127 1/32 Douglas A-1D Skyraider interior for Trumpeter kits

Eduard #33128 1/32 Messerschmitt Bf 109G-6 interior for Revell kits

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Eduard #48787 1/48 Mikoyan MiG-29 9-13 exterior for Great Wall Hobby kits

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Eduard #49067 1/48 Bf 109E fabric seat-belts

Eduard #49642 1/48 Sepecat Jaguar A for Kitty Hawk Models kits

Eduard #49656 1/48 Saab JAS 39A/C Gripen for Kitty Hawk kits

Eduard #49658 1/48 Mikoyan MiG-21PFM interior for Eduard kits

Eduard #49659 1/48 Dassault Mirage IIICJ for Eduard kits

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Eduard #72563 1/72 Avro Lancaster B.II bomb bay for Airfix kits

Eduard #72566 1/72 Avro Lancaster B.II exterior for Airfix kits

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Eduard #72569 1/72 Junkers Ju 88C-6 antennae for Revell kits

Eduard #72570 1/72 Junkers Ju 88C-6 surface panels for Revell kits

Eduard #72572 1/72 Ilyushin IL-2M Stormovik landing flaps for Academy kits

Eduard #72573 1/72 Ilyushin IL-2M Stormovik landing flaps for Tamiya kits

Eduard #72574 1/72 Mikoyan MiG-15bis landing flaps for Eduard kits

Eduard #72575 1/72 MiG-15/ MiG-15bis exterior for Eduard kits

Eduard #72578 1/72 Avro Lancaster B.II landing flaps for Airfix kits

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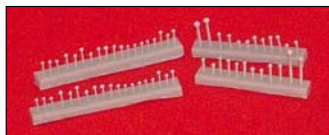
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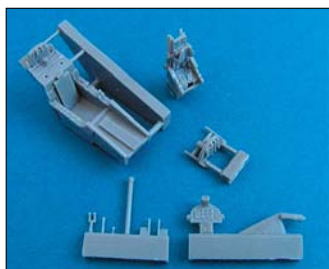
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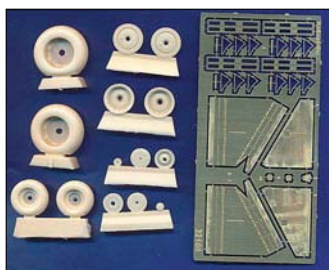
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Scale Aircraft Conversions #32076 1/32 B-17G Landing Gear

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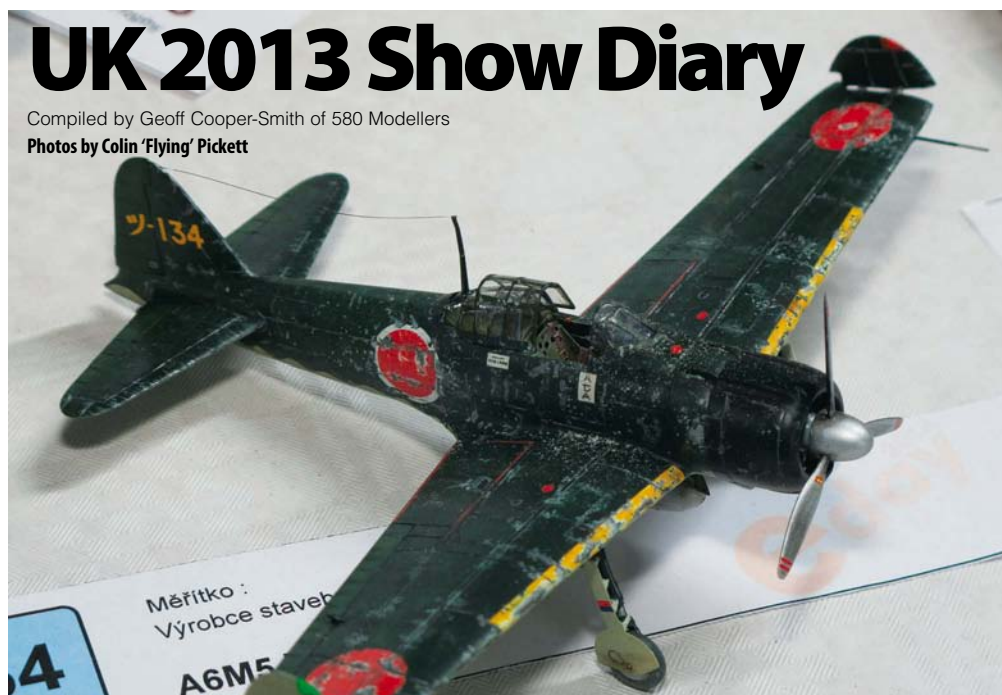
Scale Aircraft Conversions #72071 1/72 PBM-5/5A Landing Gear for Minicraft kits



UK 2013 Show Diary

Compiled by Geoff Cooper-Smith of 580 Modellers

Photos by Colin 'Flying' Pickett



Sunday 24th November

Aircraft Enthusiasts Fair & Model Show

Presented by the Museum of Army Flying, Middle Wallop, Stockbridge, Hampshire, SO20 8DY from 10am to 4pm. Admission is £5 for both the museum and the event on this day. Contact: mark@roberts15863.fsnet.co.uk, for further details.

Sunday 01st December

Winter Fayre and Model Show

Presented by Coventry & Warwickshire IPMS in association with the Midland Air Museum at the Midland Air Museum, Coventry Airport, Baginton, Warwickshire, CV3 4FR from 10am to 4pm. Normal museum admission rates apply. Free parking, hot & cold refreshments, disabled access. Contact: Peter Hyslop on 07756 195121, for further details.

Sunday 08th December

HaMeX 5

Organised by Paul Fitzmaurice at Hanslope Village Hall, Newport Road, Hanslope, Bucks, MK19 7NZ



from 10am to 5pm. Admission is £2 per adult, accompanied children under 16 free. Model show and swap meet with all profits donated to the village hall. Contact: paul@hamex.co.uk, for further details.

Sunday 08th December

Mind the Gap

Organised by Guideline Publications at the Islington Business Design Centre, 52 Upper Street, London, N1 0QH from 11am to 4pm. Admission is £6 per adult, accompanied children free. Competition, demonstrations, free parking, less than ten minutes walk from Angel, Kings Cross, Euston or Highbury & Islington train stations. Contact: guidelines@regallitho.co.uk or call 01908 274433 for further details.

If you would like your event included in this show diary then please do not hesitate to contact me on 07841 417680 or at 580modellers@gmail.com.





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WORK BENCH



British Hellcat

By Trevor Pask

Airfix had a 1/48 Hellcat in its catalogue from 1999 to 2003. The kit was not an Airfix original, but one originally produced in Japan by Otaki in the 1970s, and latterly reissued by Aarii. Several kits from this source appeared in Airfix boxes in the late 1990s. The kits were imported directly from Japan by Airfix and simply repackaged in Airfix style boxes with new instructions and decal options more inclined towards the British market.

Some of the old 1/48 Otaki/Aarii kits of Japanese WW2 aircraft are notorious for serious outline errors, but the Allied aircraft in the series are dimensionally quite accurate, and were well received when new. Thirty years on, better kits have been developed, but nevertheless some of these older kits can still provide a good starting point for a project. The Airfix kits can still be picked up cheaply for a few pounds, and more recent reissues by Aarii scarcely cost much more if bought directly from one of the specialist Japanese based websites.

The Hellcat is a very simple but sound kit, which is capable of being built up into a good model. The main areas where it needs some help are the cockpit, the wheels and the decals. The cockpit detail was good for the 1970s, but is rather basic by modern standards. Fortunately there are photo-etched sets available from Eduard and Airwaves to provide the necessary updates. Elements of both were used

in this project – the Eduard set providing the finer details, but surprisingly no seat belts. These are provided in the Airwaves set, some elements of which, surprisingly, integrate with the kit better than the Eduard alternative.

The kit builds up easily - with considerably more time being spent detailing the cockpit interior than constructing the basic airframe. A little work also needs to be undertaken on the engine. No resin alternative is available for the kit, but the moulding provided can be improved by using a fine needle file to define some of the cylinder head detail. The fuselage halves fit adequately well, but clamps and decorating tape were needed to secure a good fit while the cement cured. Some of the fine recessed panel detail was lost during construction, but the squashed tube-like contours of the fuselage fortunately means that these were easy to scribe back onto the model. More filler was required around the cowlings, which is a comparatively poor fit, but the perfect fit of the wings compensates for difficulties elsewhere.

Carrier borne aircraft tended to be conservatively painted during WW2 – with the majority of Hellcats serving with the US Navy being finished in overall dark blue, or with white under surfaces and two-tone blue upper surfaces with individual markings frowned upon. British Fleet Air Arm aircraft were also devoid of individual markings, but tended to Sky and grey based camouflage schemes, which can lead to the creation of a more interesting model. The Airfix



Technical Data

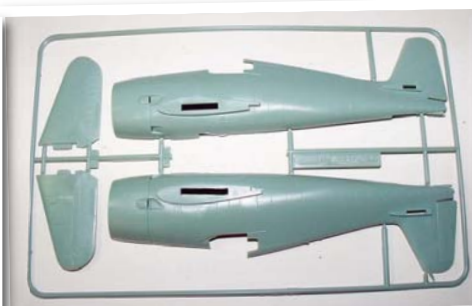
Scale: 1/48
Kit No: 05108
Type: Injection Moulded Plastic
Manufacturer: Airfix (Aarii)

After Market:

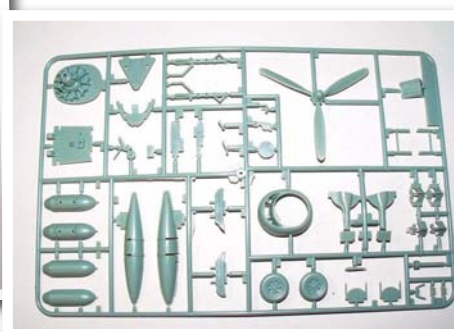
Airwaves #AEC48028 Etched details for Aarii/Airfix F6F-3 Hellcat
Eduard #48026 Etched details for Aarii Hellcat
Techmod Sheet #48065 Grumman Hellcat Mk I
CMK #48055 Resin Wheels for Eduard/Hasegawa Hellcat
Squadron SQS9506 Hellcat
Vacform Canopy for Aarii/Otaki kit



The Techmod decals and Eduard etched fret



Fine engraving belies the kit's age



Detail is not great, but a good basic set of parts is provided



Rudimentary detail is provided in the main wheel wells



Some of the aftermarket accessories used in this project



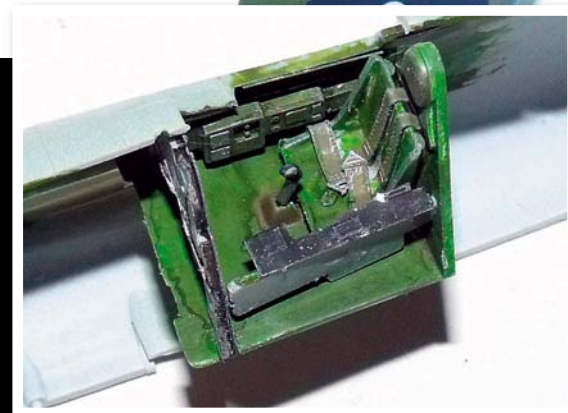
Construction tentatively under way



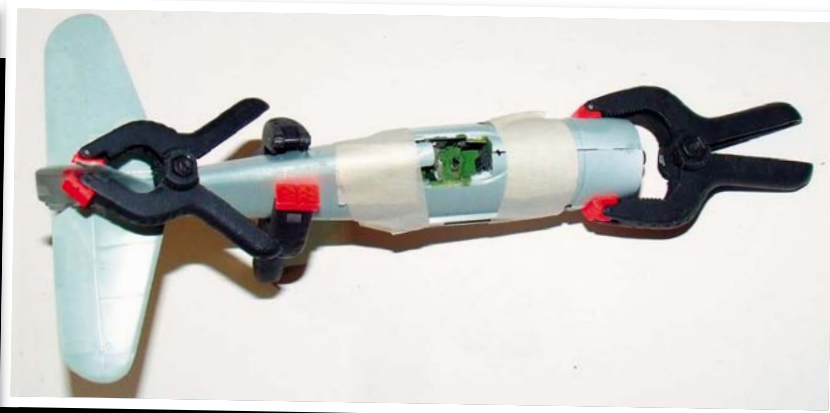
boxing of the Arii kit contains two options for Fleet Air Arm aircraft, the decals however are slightly out of register, and are best replaced by an aftermarket set. Techmod produce an inexpensive sheet, which contains the same options as those supplied by Airfix.

The model was painted with a mixture of Humbrol and Hannants Xtracolor enamels. Parts of the airframe were pre-shaded with matt black, and the main camouflage colours had highlights added from lightened shades of the same colours to simulate the fading that carrier based aircraft in the Pacific theatre suffered from. WW2 aircraft were typically very heavily used, and a silver gel pen was used to simulate the scuffs and chips a fighter such as the Hellcat would have picked up on its wing roots as pilots and maintenance personnel walked over these areas.

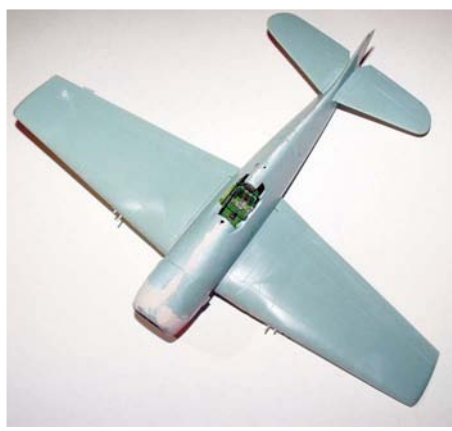
The final areas where the Hellcat needed some help were the wheels and the canopy. The former are poorly defined and were replaced by a generic resin set designed for the Hasegawa kit. These still fitted the Arii/Airfix kit well and the fine tread patterns were a huge improvement on the completely unrealistic slicks provided in the kit. Wheel well detail was good, however, and a wash with Games Workshop black ink emphasised the detail nicely.



The completed cockpit interior with elements of both etched sets employed



Some help was needed to ensure the fuselage halves remained aligned during construction



In contrast to the fuselage, the wing needs no filler



The undersides of the fuselage needed more filler than is usual on a modern kit, but the overall outline of the model is looking good



Pre-shading the model in anticipation of the main painting

The canopy had two problems – it was both a poor fit and also very thickly moulded and therefore impossible to pose in the open position. A vacform replacement from Squadron, which was also designed for the Hasegawa kit, proved to be a suitable replacement. Cutting the very thin vacform moulding from its backing sheet was a delicate job, but the technique of supporting the inside of the moulding with a piece of Blu Tack during the trimming process helped matters along nicely.

Decals were not one of Airfix's strong points in the late 1990s, and the Techmod sheet is superior in every respect. The images were beautifully thin and adhered perfectly well to the temporary gloss surface on the model created by two thin coats of Johnson's Klear. The kit decal sheet did contain some useful stencils. A trial use of two suggested that silvering would be a problem even with the glossy finish, so I made use of scanner, a good printer and some

Microscale clear decal paper to make a number of replacements, which behaved themselves.

A final sparing wash with heavily thinned matt black enamel paint highlighted the panel detail and control surfaces. On a predominantly dark grey aircraft, I thought the latter needed a little more definition and so these were drawn in with a soft HB pencil. A softer 4B pencil was finally used to suggest cordite residue from the guns along the tops and bottoms of the wings. A blunt pencil was first used to make a line, which was then smudged by a forefinger being drawn rapidly backwards along the wing. A thinly airbrushed coat of matt varnish was then applied to seal the pencil graphite to the model, and to even out the reflectivity of the various paints used.

The completed model was a little more work and has resulted in a model less detailed than the same effort devoted to a Hasegawa, Tamiya or Eduard kit would have yielded. However, the experience was fun, proved an ideal test for some basic modelling skills and demonstrated that these older kits - which can often be picked up very cheaply - are capable of being made into acceptable models. With funds short because of the recession, and with the hike in price of Hasegawa kits in Britain in recent months, many modellers will be sourcing these older kits to make their modelling more affordable. Even if the cost of newer kits is not an issue, an older kit such as this one is still worth the effort, and even if you can afford the best, it is still fun to rescue something like the Airfix Hellcat for a few pounds and see what can be made of it. **MA**



Final detail painting under way



Distressing the underside of the model



Masking and painting the vacform canopy in situ. Note the damaged paintwork on the wings where the boots of pilots and ground crew would have worn the paint away



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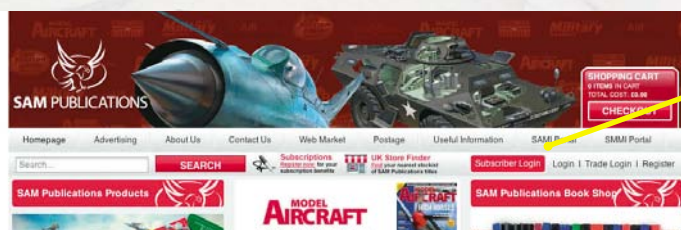
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In Print

Messerschmitt Me 262

With its shark-like fuselage and sweptback wings this jet fighter certainly looked the part – even though the wing configuration was to adjust the centre of gravity.

There have been quite a few publications covering this aircraft, some of which are more suited to the dedicated aviation enthusiast rather than the average modeller. This book sticks to Allan Hall's original concept of a modestly priced book with plenty of information to stimulate both the modeller and the average aviation enthusiast, and the author has done just that with a reasonable amount of background information and plenty of photographs. These include a five-page 'in detail' section.

The 1/72 drawings by Richard Caruana give us a five-view of the A-1a with side views of no less than seven variants. We get a colour four-view of an A-1a and thirty-six colour profiles, and to top it off there are two pages listing the Kits, Decals and



Author: Kev Darling
Publisher: Warpaint Books Ltd
Format: Softback, 40pp

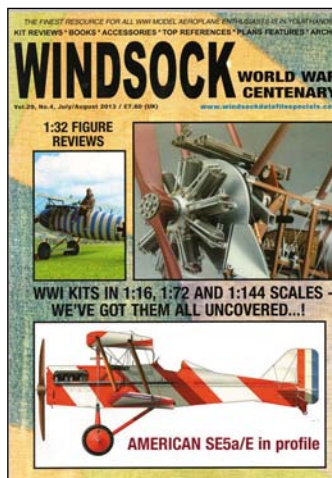
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Windsock Volume 29 Number 4

The first article in this issue is part two of 'Finishes' in Lance Krieg's 'Modelling Master Class'. As usual techniques are applied to aircraft in various scales, and while great skill would be needed to replicate some of them in 1/72, there is also a multitude of tips that I am sure you would find useful if you model in the smaller scale - things such as producing a blurred edge when using a spray can and the art of achieving wood finish, plus staining caused by oil leakage. The latter can be tricky. As Lance says, you might have to find out where the oil travels before being deposited on the fuselage and wings.

The 'Rara Avis' subject is the RAF S.E.4a with the usual 1/48 and 1/72 drawings. The 'Great War Paint' is a riot of colour, depicting as it does the S.E.5a in American service. I will not dwell on individual schemes but just say that the aircraft that took part in the April 1919 Air Carnival is distinctive, to say the least.

These are the major articles, but there is a lot more, including some previews - one I must mention. Having looked at WW1 fighter kits in 1/144 and decided that my eyes and hands



Author: Ray Rimell
Publisher: Albatros Productions Ltd
Format: Softback, 32pp

are not of the standard required I read that 'Brennan' have produced a 'strip-down' kit of the D.H.2. As you might expect much of it comes on photo-etched sheets – down to the spoked wheels!

So whatever your preferred scale, this magazine is for you.
www.windsockdatafilespecials.co.uk
Ernie Lee

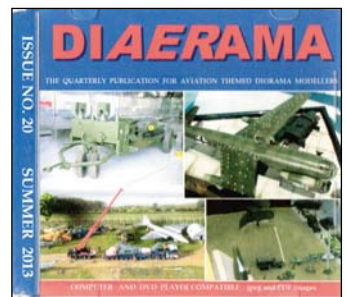
Diaerama Issue 20

With this issue Tony has again taken us round the country, with photographs of dioramas exhibited at various model shows, accompanied in many cases by useful comments by the builders. There are over seventy images, so I can only pick out a few for further comment.

This is a typical modelling magazine – which I believe can still be acquired as a hard copy. It is a mixture of beautifully built models and the all-important adverts listing the accessories that you will find surrounding the major item.

Here are some of the models that caught my eye. There is a very nice US Navy Chinook with folded blades, on a carrier deck and lashed down and, in contrast, a P-51 having major maintenance, surrounded by ground crew and assorted aeroplane parts. Most dioramas tell a story that need no words to describe it. For instance one shows a shot-up B-17. The crew have obviously just disembarked and are crowded around an ambulance taking away some injured crewmember.

I mentioned adverts previously and for all modellers they are the lifeblood



Edited by Tony Clayton
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of the hobby. For builders such as these they are even more important because some of them can supply all sorts of 'extras' to enhance the scene. We can always expect an assortment of vehicles, but who would have thought that you need a large stock of tarmac bases (I am afraid it is not acceptable just to put your model on a hard standing). In fact there are lots of different ones, depending on the location and nationality of the subject.

This is just a small part of this quarterly; it is up to you to find out more.

www.diaerama-magazine.com
Ernie Lee

Grumman HU-16 Albatross

This monograph certainly brought back memories for me because an Albatross used to make frequent visits to our base in the Persian Gulf, back in 1951. It never stayed but unloaded its passengers without stopping the engines and flew off again. When I really got into plastic modelling I added the Monogram kit to my stock and it is still there. But this excellent book has certainly stimulated my interest in the aircraft once again.

Being too late for WW2 it started its working life in the Korean War, on air-sea rescue duties, though I think my example was used on communication work.

If you like decorative colour schemes, then you will like this aircraft. Although some of them were in overall silver, a large number were used in the rescue role in hi-viz schemes. This is graphically displayed in the artwork. It is quite impossible to describe all of them, but a multi-view of a US Navy HU-16C in Engine Grey and white with large areas of yellow will give you an idea. This monograph has twenty-four colour profiles representing thirteen different countries, which will make it hard for you to choose which to build.

But of course this is not just for the modeller.

The author describes the aircraft's development and service in the many countries it served, supported with a



Author: Charles Stafrace
Publisher: Guideline
Format: Softback, 48pp

large number of photographs, in both black and white and colour. And, for both the modeller and enthusiast there are some excellent interior shots. You will find a list of serials covering many of the aircraft and if you have an example as 'loft insulation' then you will find the kit, decal and accessories list useful.

This is a first class addition to this range and with kits in the three most popular scales available, you have no excuse not to add one to your collection.

www.warpaint-books.com
Ernie Lee



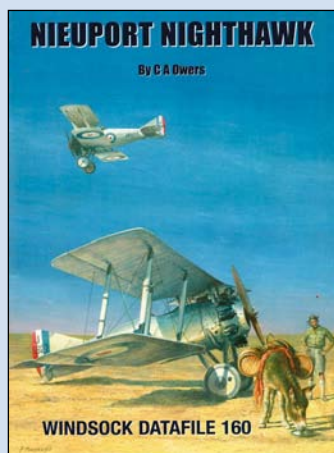
Nieuport Nighthawk

An aircraft designed and built by the British Nieuport Company Ltd, the Nighthawk came too late for service in WW1, but for me it makes an interesting modelling subject because not only did it serve with the RAF in a variety of schemes but it was also adapted as a racer, and one variant was exported to Japan.

We have the usual service history backed up with a large number of excellent photographs. One particular shot shows a Nighthawk being loaded with mail and a poster, advertising the fact that the Daily Mail would also be delivered by Nighthawk, was displayed on the fuselage.

The other variants described are the Nightjar and Sparrowhawk, the latter being the variant taken up by the Japanese and used by them aboard the 'Yamashiro', thus helping them to develop naval aircraft, which of course came back to bite us at Pearl Harbour.

The 1/72 and 1/48 drawings are of the Nighthawk and the six colour pro-



Author: C A Owers
Publisher: Albatros Productions Ltd
ISBN: 978 1 906798 32 1
Format: Softback, 40pp

files cover all three sub-types.

Another 'must have' in the ever-growing reference library from Albatros Productions.

www.windsockdatafilespecials.co.uk
Ernie Lee

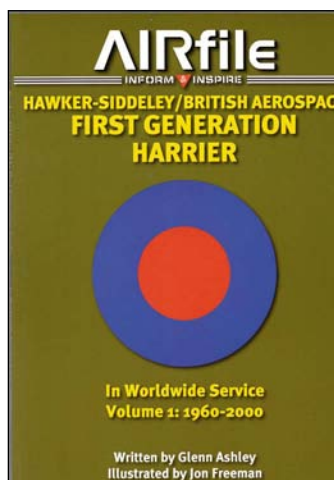
Hawker-Siddeley/British Aerospace First Generation Harrier

In spite of the government dumping it, as far as modellers are concerned the Harrier is a very popular subject. You have only to look at the number of kits that it has spawned.

This book covers the Harrier from 1960 to 2000, with another volume to follow to bring us up to date. I believe this is the first book in the series that carries illustrations as well as artwork. It starts at the very beginning with the development aircraft – the Kestrel – with machines in the tripartite schemes and also in this section is the very first Hawker-Siddeley GR.1 with its distinctive mixture of Primer Yellow, Dark Green and Dark Sea Grey. Chapter 2 has colour profiles and multi-views of the GR.1 and GR.3 in RAF service, and this book has been published just at the right time, with the introduction of the new-tool kits. One of the schemes in the GR.3 kit has decals for an aircraft that served on HMS Hermes in the Falklands War – this book has five profiles and a multi-view of such machines.

Chapter 3 chronicles the Sea Harrier, followed by chapter 4 covering the trainers, and among these is perhaps the most famous T.2A of them all. Its unit – No 1 Squadron – was one that indulged in courtesy visits to our French allies and there has always been friendly rivalry between them, such as zapping their aircraft. This being so, the French groundcrew one night secretly repainted the said machine pink and white with various other gaudy stripes and the ultimate insult, an 'eye' around the unit badge.

The final chapter covers the export-



Author: Glenn Ashley and Jon Freeman
Publisher: Airfile Publications
ISBN: 978 09569 802 67
Format: Softback, 72pp

ed machines. These went to Spain, India, Thailand and the US, and although the first three make an interesting change, it is the American involvement that proved the potential of the Harrier, developing it into a world-class ground attack aircraft. Of course these later machines are still in service with the United States forces, but second generation aircraft will be covered in Volume 2.

If you fancy building an early Harrier this excellent little reference could help you choose the scheme, though with ninety-nine colour profiles and twenty-four multi-views, deciding which one could take some time!

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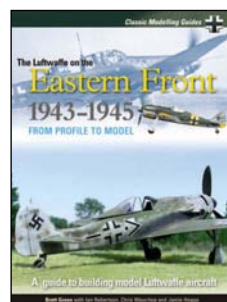
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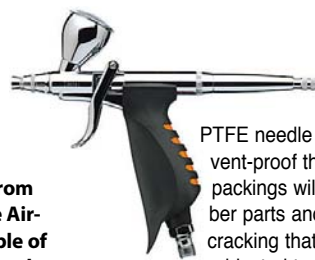
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